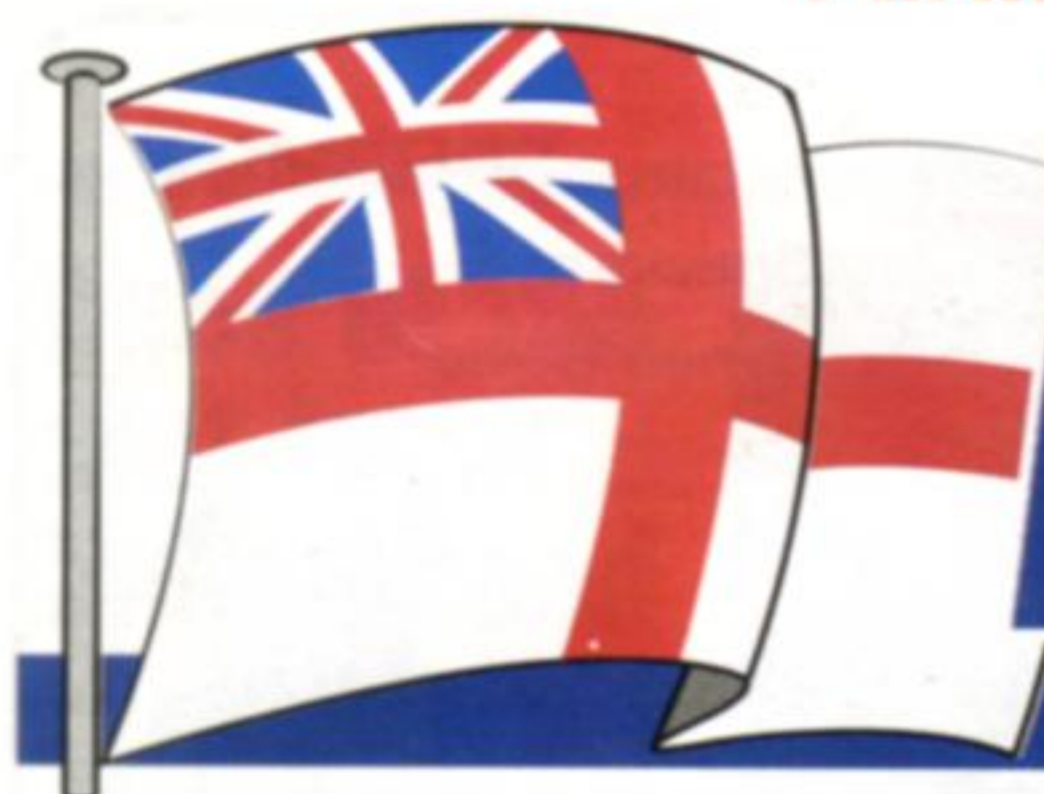


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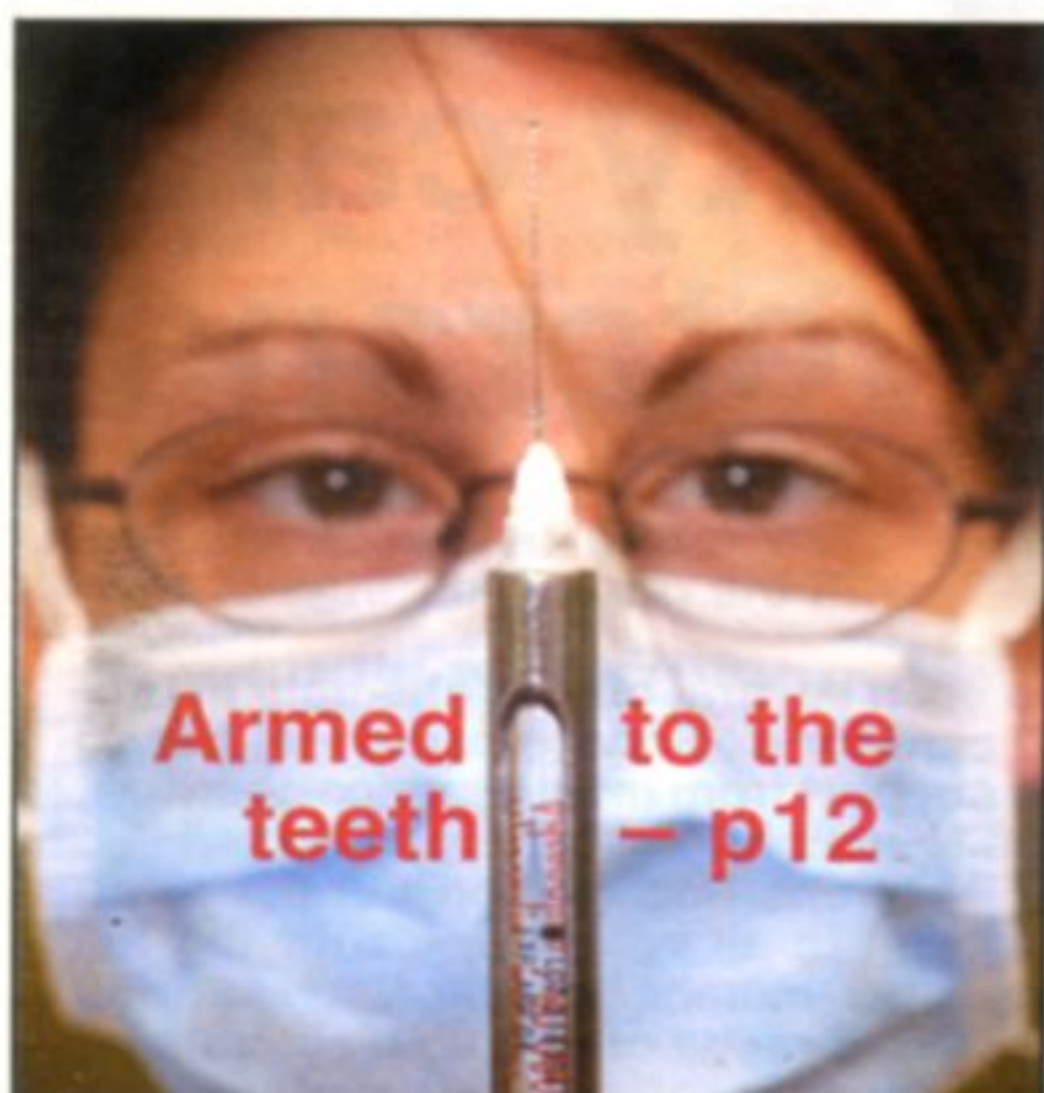
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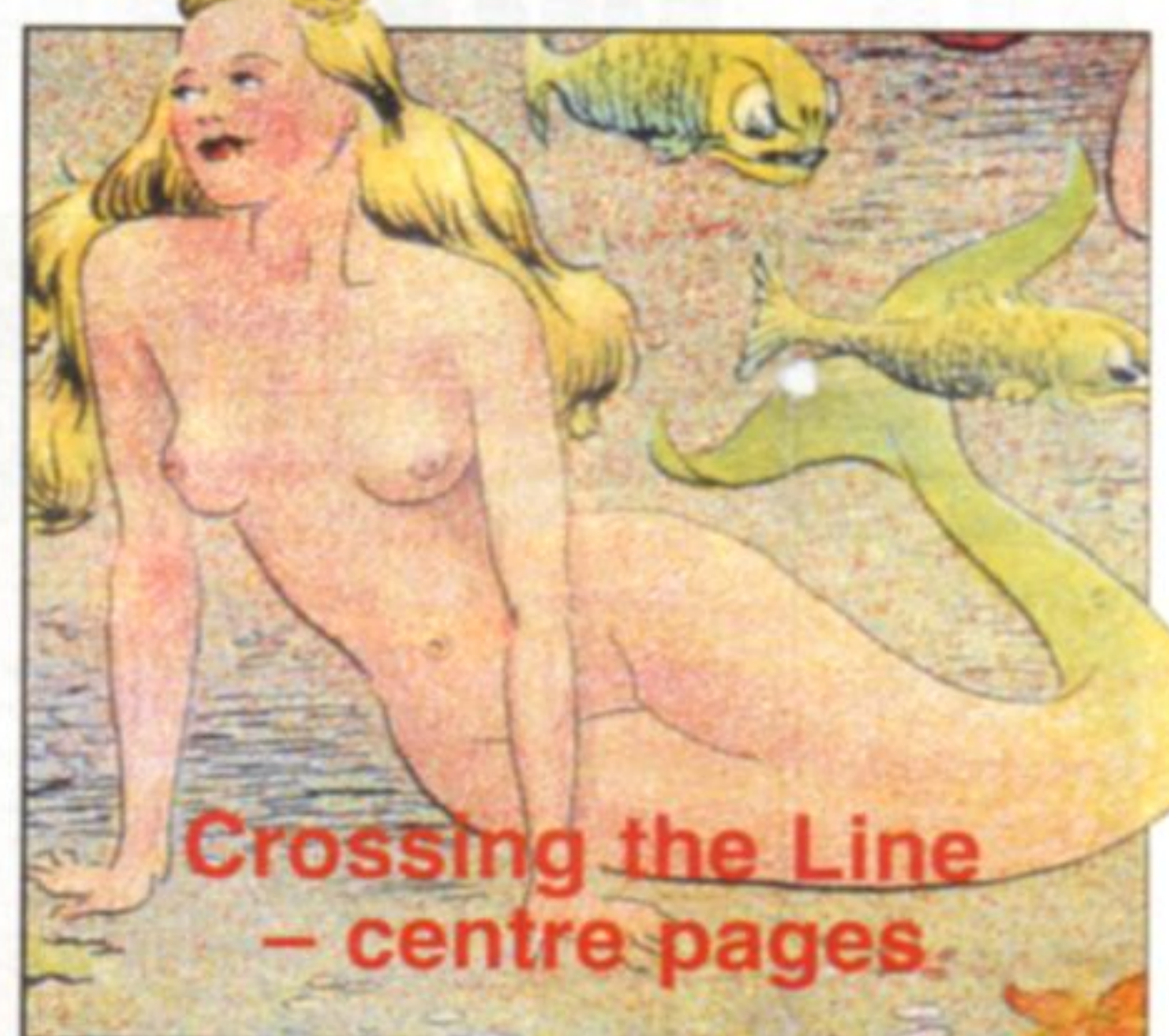
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Armed  
teeth to the  
- p12



Not really the end for Graf Spee? - p31



Crossing the Line  
- centre pages

## Protecting UK against seaborne threat 'top priority'

A NEW post to defend Britain from seaborne attacks has been created as the nation's most senior sailor warns the war on terror is far from over.

First Sea Lord Admiral Sir Alan West believes the Royal Navy and its allies are making important inroads into the global terror network.

But he warns that much needs to be done - from bolstering protection for RN vessels to greater international co-operation - in the on-going

● Turn to back page

# NEW WEAPONS IN WAR ON TERROR



## Ménage à trois

HMS GLOUCESTER (left) carries out a dual Replenishment at Sea (RAS) with the French carrier FS Charles de Gaulle and the tanker FS Meuse.

The Type 42 destroyer, on her first operational deployment since her £24 million refit, has been visiting Marseilles before heading east with the French Task Group for the Suez Canal and Indian Ocean.

The four month deployment will include exercises with the French, Indian, Omani and other navies. On her way home HMS Gloucester will visit Portsmouth's twin city of Caen before taking part in the 60th anniversary of D-Day commemorations off the Normandy beaches.

■ RFA BOSS SPREADS THE MARITIME MESSAGE - p20



## BETTER DEAL PLANNED FOR EMPLOYERS

# Bosses unaware of workers in Reserves 'unfair'

A MAJOR effort to improve support of reservists has been directed at employers across the country.

Following up on the experience of the recent war in Iraq the Ministry of Defence campaign SaBRE (Supporting Britain's Reservists and Employers) has targeted three

separate groups – those found 'Supportive', those offering 'Unknown Support' and those known to have had employees mobilised last year.

Each will receive slightly different message packs.

Said SaBRE campaign director Tim Corry: "The pack has been created in the light of recent events, which have served to make the whole issue of Reservists much more 'front of mind' for employers and to reinforce the essential role of Reservists in the capabilities of the Armed Forces as a whole."

"Employers now have a real need for easy access to clear, relevant information and focused support, especially when it comes to mobilisation."

"And we want them to be fully aware that SaBRE is here to provide it – at both a national and a local level."

SaBRE was set up to encourage stronger links between employers and Reservists. It is supported at a regional level by SaBRE Employer Support Executives, who work within the offices of Reserve Forces and Cadets Associations (RFCAs).

A common complaint from employers was that they were not always aware of the presence of Reservists within their workforces.

"They are not currently obliged to inform their employers of their membership, although we strongly encourage them to do so," said Tim Corry.

"The MOD believes this is both unfair to employers and impractical, in terms of contingency planning, and is committed in principle to the introduction of employer notification."

"In doing this, however, the interests of employers must be balanced with the avoidance of discrimination against Reservists. The MOD hopes to set out its proposals on this issue in the near future."

Employers also complained about short notice of mobilisation.

"We are well aware of the inconvenience this causes and the target period for notice has already been increased from two weeks to three."

"A further extension is being considered, as many employers have suggested that a month would be more appropriate."

"However, while every effort will be made to meet this target, employers should recognise that circumstances may sometimes dictate greater urgency. The international situation may change unexpectedly, for example, or operational requirements may demand the call-up of Reservists with particular specialist skills at shorter notice."

There were also often requests for more specific details when employees were mobilised.

"We recognise that employers of mobilised Reservists should be kept informed on such key issues as what their employee is doing while away, the likely date of return and preparations for that return."

"The MOD is currently investigating how best to ensure that families and employers are kept more fully informed about what's happening to their mobilised relative or employee."

Another frequent gripe was the procedures for employers were

over complicated.

"Hopefully, they will soon become much simpler. In the light of recent experience, procedures are being reviewed to ensure they are as streamlined as possible, without compromising standards."

"Two areas in particular are being examined to make them more appropriate and straightforward – the financial assistance available to employers of mobilised Reservists and appeals for the delay or cancellation of a mobilisation."

**Information for bosses could be more comprehensive and coherent.**

"We want our communications to give all the information required with absolute clarity. So all printed material provided by the MOD for employers at the time of mobilisation and demobilisation is currently being reviewed for style and content."

"Some parts have already been revised as a result. Also, following feedback from employers, the SaBRE website at [www.sabre.mod.uk](http://www.sabre.mod.uk) is being upgraded to offer a wealth of extra information."

□ See Newsview, p20

## FIGUREHEADS



### HMS QUEEN CHARLOTTE

SITTING high on the wall of an admin block in HMS Excellent on Whale Island, Portsmouth is the imposing three-quarter bust figurehead of HMS Queen Charlotte, representing the wife and consort of King George III (1744-1818).

She is shown in full Coronation regalia, wearing the State Crown and ermine trimmed robe and is one of the few Naval figureheads attributed to a known carver – the London workshop of George Whitfield and Nathaniel Keast, working for the Admiralty at Deptford from the late 1790s to around 1820.

HMS Queen Charlotte was built as a replacement for an earlier ship of the same name, a 1st Rate launched in 1790 and accidentally blown up off Leghorn in 1800.

The new ship was taken from the lines of the Umpire Class of 1772 with 104 guns and launched at Deptford on May 17, 1810.

With a complement of just under 850 officers and men, she was to see active service as flagship of a combined British and Dutch squadron under the command of Admiral Edward Pellew during the bombardment of Algiers on August 27, 1816.

However, as with many vessels built at this time, with the developments of naval architecture she was soon found to be too slow for active service and was re-employed as a harbour-based training ship.

In 1830 the Navy formed a technical school for gunnery and in 1859 the Queen Charlotte replaced the older ship Boyne and given the new name Excellent as gunnery training ship in Portsmouth.

In 1892 she was sold for breaking up by J. Read & Co of Portsmouth. The figurehead was retained and moved to the then new training establishment on Whale Island where it has remained ever since.



## Identity card for veterans

A NEW identity card for British veterans has been launched with the offer of a range of benefits.

There have been several official attempts at producing an ID card for ex-Service personnel but, to date, despite support from many Service charities all have come to naught.

The British Veterans Recognition Card is a private scheme open to all veterans, identifying the holder as a former member of the Services and offering access to a range of unique discounts on products and services offered by participating companies.

David Hopps, one of the Directors of the scheme, said: "We established British Veterans quite simply because there was a demand for a card which was not being answered."

"Research had indicated that many ex-Servicemen and women aspire to having their former service recognised and would welcome the opportunity to carry a form of identification. As in other countries, we want veterans to be proud to carry recognition of their former service, whilst at the same time we hope to help raise the quality of their lives and reduce their cost of living."

Companies such as British Airways, P&O Ferries, American Airlines and Neilson Holidays have all been keen to support the scheme, together with a broad cross section of retailers.

For those under 65, the joining fee and first year's subscription is £25. Senior citizens pay £10. For details call Simon Lamb on 07881 911120

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## REST-UP FOR TRIUMPH AFTER LONG ODYSSEY



NUCLEAR submarine HMS Triumph is to undergo a refit which should allow her to continue operations for up to 20 years.

The Devonport-based boat has completed what amounts to its first commission – a 13-year period during which she spent 1,700 days at sea and travelled 370,000 nautical miles.

Triumph's move out of the front line was marked by a decommissioning ceremony as soon as the boat returned from visiting Brest in France. The ceremony

included VIP guest Lady Hamilton, the ship's sponsor and wife of former Minister for the Armed Forces Archie Hamilton, who commissioned the submarine in 1991.

Also in attendance were former commanding officers, families of the ship's company and civic guests from Teignmouth, Triumph's affiliated town.

HMS Triumph has seen active service in many regions of the world, including the Afghanistan conflict.

Last year she deployed for seven

months east of Suez, during which she visited Crete, Bahrain, the Seychelles, Diego Garcia and Singapore, returning to the UK at Christmas after an 8,000-mile odyssey.

The lay-up and refit period will include refuelling the submarine's reactor and updating the sensor fit. Some of her crew will remain with Triumph into the refit period, while some will be drafted to other boats. After preparatory work, the refit itself starts next year and will last more than two years.

## Sailors specialise in environment

# Are these the new Greenies?

THE FIRST recruits to join a new environmental specialisation will be pitching up at HMS Raleigh this month.

## Solent wrecks survey

DIVERS returned to the wreck of Henry VIII's flagship Mary Rose in the latest stage of work to prepare Portsmouth Harbour for the arrival of the future aircraft carriers.

The size of the two super-carriers, due to enter service in 2012 and 2015, means a new channel will have to be created into the harbour to allow them to enter and exit.

One possible route for the channel passes over part of the Mary Rose wreck site, so extensive work on the area by historians has begun to ensure no priceless artefacts are destroyed if the site is dredged.

Survey ship HMS Gleaner sailed up and down the harbour entrance gathering data on all wrecks believed to be lining the bed of the Solent. In the meantime MOD divers returned to the Mary Rose site to prepare an old diving platform used in operations to raise the Tudor warship more than two decades ago for lifting from the seabed. The platform is due to be removed from the Solent in a second spell of diving and recovery in May.

● SURVEYING: HMS Gleaner

The new Operator Mechanic (Hydrographic, Meteorological and Oceanographic) or OM(HM), will eventually succeed the current OM Survey Recorder – OM(SR) – and Naval Airman Meteorological and Oceanographic – NA(METOC).

Environmental specialists are of increasing importance as the Navy continues to build up its amphibious and expeditionary capabilities, with force commanders needing to ensure weather, tide and topography are as favourable as possible before committing men to battle.

The existing specialisations will continue to function, protecting conditions of service and maintaining a career path for serving personnel.

The Fleet will also need to maintain these existing specialists as the new system beds in and environmental warfare techniques are developed.

The team which has created the new OM(HM) acknowledges that at the top end of the specialisation there may be a permanent need for a depth of knowledge which can only be provided by a bias towards one or another of the original skills – either SR or METOC – and development of the senior end of the specialisation will need to take that possibility into account.

Recruitment into the existing specialisations stopped in January, and the first HM ratings are due to start their Phase 1 training at HMS Raleigh, the new entry establishment at Torpoint in Cornwall, for

Phase 1 training this month.

The new recruits will get their first taste of sea service in HMS Endurance or a survey ship from September this year, and the new trade should be fully integrated into the Navy's rank structure by 2014.

The initiative was first investigated by the Maritime Warfare School, and an HM Implementation Steering Group was then set up to develop the new specialisation, as well as a training programme to support it.

HM ratings will wear the standard Warfare Branch (WB) badge on their uniform, with the letters HM beneath to denote their trade.

Although the framework for the next step up the promotion ladder – the leading hand billets – has been developed, a review procedure over the next two years will help to refine the system.

The current LOM(SR) and LA(METOC) courses will continue until April 2007 when a new LOM(HM) course will take their place. Arrangements will be in place for leading hands in the old specialisations to complete their career progression by dovetailing into new courses in accordance with their original skill sets.

The new OM(HM), described in detail in DCI RN10/04, is intended to be "more versatile and employable in a far wider range of drafts than either of the source specialisations, and will continue to provide both generic and specific warfare support to Fleet across the whole environmental field."

## Royal salute

ACCESSION Day was marked by the Royal Navy at Devonport with the customary 21-gun salute.

Three ceremonial guns were fired on February 6 to mark 52 years since the Queen came to the throne.

Responsible for the smooth running of the ceremony was WO Nigel Loar, who also helped organise last year's civic Remembrance Day service on Plymouth Hoe.



## No change to Navy stance on cannabis abuse

CHANGES to the drug laws do not affect the Royal Navy's attitude towards cannabis.

The drug was downgraded to 'Class C' by the Government last month.

But despite its reclassification, cannabis possession, supply and cultivation remain illegal.

The Navy's stance on the drug – as with all illegal drugs – remains unequivocal, explained Cdre Peter Wilkinson, Director of Naval Life Management.

"Cannabis remains a harmful drug and its reclassification will not change the Service's view on those who misuse cannabis," he added.

"Our culture remains centred on zero tolerance of drug abuse and our commitment to dealing robustly with those who take drugs remains unchanged.

"We rightly abide by a very high set of standards and in a fighting service, where each of us depends upon one another as members of a team, we cannot afford to carry drug abusers along with us."

## Ways out of cash worries offered by White Ensign

GROWING financial problems facing today's sailors have been highlighted by the White Ensign Association.

While the level of home ownership in the Navy has traditionally been high, WEA Chairman Admiral Sir Jock Slater notes that many, having seen a considerable rise in the value of their primary asset, have been tempted to borrow against it by remortgaging.

In his annual report, Sir Jock also has a word of advice for first time buyers. "The Association's advisors have organised and arranged many mortgages over the year, often on very advantageous terms," he says.

"A minor revolution has been taking place in the world of personal finance. With the huge size of mortgages and debt levels carried today, savings with their derisory returns can be irrelevant. A leading rate on £19,000 with a £80,000 mortgage and other debts is not interested in a taxable savings account yielding 2½ per cent. A flexible, all in one 'Off Set Account' where mortgage, loans, insurance and savings can all be combined is proving very attractive.

"One building society has pro-

duced a 'lifetime tracker, off set' account pointing the way ahead."

When it came to resettlement, many senior rates found this type of account an ideal home for their gratuity, but not all were fully aware of the potential downside – higher interest rates and the temptation to over extend.

Quite a few older ex-sailors who had been struggling on small pensions had been helped to unlock the equity in their houses and boost their incomes.

With "an almost total success rate" the WEA had also been able to help individuals who had been sold inappropriate financial products.

Winners of the WEA Naval History Prize, administered by the Department of Strategic Studies at BRNC Dartmouth, are S/Lt A. Ramsey for his essay on *The Strengths and Weaknesses of the Royal Navy Revealed in the Falklands War* and S/Lt S. Ivill for *Why the Battle of Jutland was not a Decisive Success*.

To contact the WEA, see advert on page 16





## Five crew injured in air crash

A ROYAL Navy Lynx helicopter operating from HMS Endurance has crashed in the Antarctic, injuring the flight crew of five.

The Mk 3 Lynx, one of a pair from 815 NAS carried by Endurance when she operates in the Southern Hemisphere, came down on the coast of the Weddell Sea on February 8 while the Navy ship and research vessel Sir Ernest Shackleton were laying down fuel caches for members of the British Antarctic Survey (BAS).

The five injured personnel were taken to Endurance for initial treatment, then the three most seriously injured were evacuated to BAS research stations and airlifted out of Antarctica.

Their injuries are not life threatening, according to a Ministry of Defence spokesman, who added that the cause of the crash would be fully investigated.

## Personnel chief visits Raleigh

SECOND Sea Lord Vice Admiral James Burnell-Nugent and his wife Mary were the VIP guests at HMS Raleigh, when the Navy's personnel chief took the salute at a passing out parade.

The couple were briefed on the tasks at the new entry training base, and talked to trainees and staff around the Torpoint site.

The Admiral watched as recruit entry 47/03 finished their eight-week course, and said: "I congratulate the achievement of the men and women who have passed in to the RN today and I thank their families for the support they have given them to get to this day."

"I would also like to assure them all that a rewarding career awaits them and that the future of the Service remains bright with £5 billion of new ships, aircraft and submarines on order."

Cdre David Pond, Commanding Officer of HMS Raleigh, said: "Under the overall command of CINC Naval Home Command, HMS Raleigh contributes to the delivery of operational capability by ensuring that individuals are trained to the very high standards required by the Navy and Naval ethos and spirit is developed."

"I am delighted that Admiral Burnell-Nugent has been able to take time out from his extremely busy schedule to witness the high calibre of young people that are joining the Service, and the outstanding professional training that is delivered throughout the Establishment to prepare individuals for new challenging roles in the Fleet."

# End of the line for Navy's Big Dipper

IT'S THE end of the road for the Royal Navy's venerable Big Dipper as maritime exercise ASWEX 04 saw the final flight of the anti-submarine variant Sea King Mk 6.

Embarked in Type 22 frigate HMS Cornwall, 771 Naval Air Squadron B Flight's ZA169 – known as Red Bull – notched up 35 hours in the air in seven days.

Working alongside the new Merlin helicopter from 814 NAS, the Sea King still proved its value as a submarine hunter, using its 2069 Variable Depth Sonar to track 'enemy' submarines over significant distances despite poor acoustic conditions.

With the odd minor problem leaving Merlin on the flight deck, the Sea King was called on to ensure the flotilla was protected.

On completion of the exercise, ZA169 and the spare aircraft at 771 NAS, ZD634, had their sonar equipment removed – including the 'dipper' or sonar sensor which is lowered into the water.

**That act signalled the end of more than 30 years of service for the ASW (anti-submarine warfare) variant.**

The aircraft will now become utility helicopters, with B Flight joining their sister flight as a Search and Rescue (SAR) and HDS (Helicopter Delivery Service) flight on one of the carriers.

"Over the last 30 years or so, the Sea King has provided the Royal Navy with an organic ASW helicopter second to none," said Lt Nige Terry, Flight Commander of B Flight, after he landed for the last time on HMS Cornwall.

"And during ASWEX 04 the aircraft yet again proved itself to be a superb ASW platform."

Flight Observer Lt Rob O'Kane, said: "This is a sad day for pingers throughout the Navy, although I am sure the submarine community will disagree – we could almost hear the champagne corks popping from beneath the waves!"

The Westland Sea King is a variation of the American Sikorsky SH3D, built under licence in the UK, using British engines and avionics on the American airframe.

The first prototype ASW variant (HAS 1) flew on May 7, 1969.

The aircraft went front-line with 824 NAS in 1970, with 819, 826, 706, 810, 814 and 820 Squadrons all following suit, deploying on numerous classes of ship.

The Mk 6 had a major role in the Falklands Conflict in 1982, flying more than 5,000 hours, and it also



● Red Bull – Sea King ZA169 – had the honour of being the last Mk 6 helicopter to fly in the anti-submarine role, from HMS Cornwall

proved to be a valuable asset in the Cold War and the Gulf, former Yugoslavia, Sierra Leone and the war against terrorism. They also provided SAR cover for the Fleet and on humanitarian missions.

The aircraft has been extensively upgraded since it first flew with the Navy. The HAS 2 entered service in June 1976, the HAS 5 in

November 1980 and the final HAS 6 in November 1989 – but now the Merlin has spread its wings, the Sea King's rule in ASW is over.

Or in pingers' parlance, the Sea King will now go down in history as the ultimate 'Big Dipper'.

771 NAS B Flight will embark in HMS Cornwall for the final time on the ship's deployment to the

USA for Exercise Aurora 04, with the Sea Kings as utility aircraft.

■ To mark the end of Type 22 Sea King operations, a celebration is to be held while the ship is alongside in Falmouth on April 23 – any ex-Type 22 Sea King aircrew or maintainer who wants to join in should ring Lt Rob O'Kane on 01326 552591.

## Auxiliary tanker helps foil smugglers

COCAINE worth around £20m has been seized from drugs smugglers in the Caribbean thanks to effort of fleet tanker RFA Wave Knight and American Coast Guard forces.

Around a tonne of the Class A drug was ditched into the sea by the smugglers once they realised they were being chased by the tanker and a US Coast Guard helicopter.

The smugglers' boat was spotted about 35 miles from Wave Knight, which was operating more than 100 miles north of Colombia's Caribbean coastline.

Wave Knight was working alongside the US Coast Guard cutter Tampa, and was carrying a Coast Guard HH-65 helicopter.

Although the British auxiliary ship could not keep up with the smugglers' speedboat, the helicopter was able to keep up the pursuit.

As the smugglers sped away, they ditched the cocaine overboard, and Wave Knight's crew picked them up from the sea up in its wake.

The RFA sailors recovered 26 bales – weighing more than a tonne in all – with a street value of around US \$30m-35m.

The smugglers' boat itself disappeared into Colombian waters, where it managed to evade the authorities, but the interception prevented their drugs reaching their destination.

US authorities believe the cocaine was intended either for the streets of the USA or UK.

Wave Knight's Commanding Officer, Capt Alan Roach, said his ship and crew had been "instrumental" in stopping the drugs reaching the open market.

"This operation was a great example of UK-US co-operation in the war against drugs and we're all proud of the role that the RFA is playing in this area," he added.

His ship has been on patrol in the Caribbean throughout the winter, working first alongside destroyer HMS Manchester and now Type 23 frigate HMS Monmouth.

## Chatham open

THE Historic Dockyard Chatham has re-opened its gates for its 20th year – and does so with the accolade of Kent's Family Attraction of the Year, awarded by the Good Britain Guide 2004.

This year sees a number of events and activities, including a festival of steam and transport and HMS Cavalier's 60th anniversary.

See the Dockyard website at [www.chdt.org.uk](http://www.chdt.org.uk) for details.

## Ark Royal is back in Scottish waters

Aircraft carrier HMS Ark Royal returned to Scottish waters last month to conduct flying operations off the east coast before a visit alongside at Babcock Rosyth Dockyard.

The carrier sailed from her home port of Portsmouth to work up her embarked Tailored Air Group (TAG), including Sea Harriers from 800 Naval Air

Squadron and Mark 7 airborne early warning (AEW) and Mark 6 utility Sea King helicopters from 849A and 771 Naval Air Squadrons respectively.

Four RAF Tornado F3 aircraft simulated the enemy and provided a plausible threat to the warship.

HMS Ark Royal is no stranger to Scottish waters and her commanding officer, Capt Adrian Nance, said that he and his ship's company were delighted to be back in Scotland and were looking forward to their short operational stand-off in Rosyth.

HMS Ark Royal completed a major refit with Babcock Rosyth and sailed to resume her operational duties in August 2001.

Last year she took part in Op Telic, sailing first from Portsmouth to the West Coast of Scotland to take on stores at Glen Mallan, near Faslane.

Whilst at sea RFA Wave Ruler will provide logistics support for the carrier.

## College memorial

A MEMORIAL to the two Royal Naval Engineering Colleges of Keysham and Manadon has been unveiled in Plymouth.

Vice Admiral Sir Robert Hill officiated at the private ceremony, held in Manadon Park, Crownhill. The park was once the site of HMS Thunderer – RNEC Manadon – which commissioned in 1946 and closed in 1995.

Royal Navy Engineer Officers are now trained at civilian universities and at the specialist RN establishments in the Portsmouth area, such as HMS Sultan and HMS Collingwood.



● (From left) OM(W) Warren, MEA Foster, OM(C) Bailey and MEM Richardson catch up with the news. Picture: LA(PHOT) Emma Somerfield

## It's behind you ...

THESE submarine-hunters did not take long to spot their target when their frigate visited Merseyside.

This Fab Four took time out from HMS Richmond's visit to Liverpool to see some of the city's sights – including the Yellow Submarine of Beatles fame.

The frigate, whose prime role is as an anti-submarine platform, spent most of February on a whistle-stop UK tour, which began in Cardiff, moved on to Liverpool,

then Aberdeen and finally Hull.

The tour – one of the RN in the Public Eye initiatives to raise the Service's profile around the UK – saw school and college students visit the ship as well as members of the public and dignitaries, RNR, Sea Cadets and potential recruits.

On Merseyside winners of a local radio station competition were treated to an exclusive screening of an episode of Making Waves, ITV1's drama show set in the RN.

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# Ships of the Royal Navy No 580



## Shoreham's sure touch

**I**N her short life, HMS Shoreham (M112) has already seen action in the Gulf.

The last batch 2 Sandown Class Mine Counter Measures Vessel to be built for the Royal Navy (accepted in 2001), she went alongside Umm Qasr, southern Iraq as part of Operation Telic and conducted riverine operations up the Shatt al Arab waterway leading to the port of Umm Qasr.

During her five-month stint last year, Shoreham also carried out live operations searching for missiles fired at Kuwait which landed in Kuwait Harbour and, with the Canadian Navy, looked for unexploded torpedoes in the Gulf region.

Built almost entirely from non-magnetic materials (predominantly fibreglass) to keep her magnetic signature low, Shoreham is claimed to be the world's most capable and sophisticated minehunter.

The Sandown class was fitted with a revolutionary new design of minehunting sonar, designed to find Soviet projectile warhead weapons in deep submarine transit lanes.

Capable of achieving up to 90 per cent probability of detection, the Sandown can minehunt to the Continental Shelf to a depth of 200 metres.

Shoreham is fitted with a remote control mine disposal vehicle (col-

loquially known as a 'PAP') to identify and dispose of mines.

The PAP has an in-built very short range sonar, monochrome and colour video cameras and a searchlight.

Launched from the ship's stern, the vehicle is driven by the minehunting director from the operations room.

Also essential to the task of identification and dispersal are the Sandown class's six fully-qualified RN clearance divers, capable of diving to depths of 60-80 metres.

Using a computer-controlled propulsion and manoeuvring system, Shoreham is capable of maintaining an exact position - essential in the middle of a minefield. The

ship can also be manoeuvred accurately by using a portable joystick from various positions on board.

During defence watches, the mine warfare officer will be in the ops room attempting to classify sonar contacts and do PAP runs, whilst the gunnery/navigation officer will be on the bridge fighting the ship or keeping it navigational safe.

The captain will be roving or in the ops room. Two mine warfare ratings will be in the ops room or on the crane deck, launching and recovering the PAPs, assisted by the clearance divers - who might also be preparing to dive on contacts.

Four meals are prepared during

the defence watches (normally running 2-8 or 8-2). A tiring routine, perhaps, but hunting is generally only for between 14 and 20 days at one time.

The current Shoreham is the fifth Royal Naval ship to bear the name. Other versions have ranged from a 32-gun 'one-and-a-half' decked ship built in 1694 to the vessel launched in 1930 which gained three battle honours for service in World War II.

Though Shoreham was first built in her eponymous town, the fourth was laid down in Devonport.

Initially armed with twin four inch guns, by the end of World War II she could also boast two quadruple 0.5in, three 20mm and a two-

pounder pom-pom as anti-aircraft armament.

After participating in the occupation of the Gulf oil port of Adadan, Shoreham served as an anti-aircraft ship at Suez, then to the Eastern Fleet at Colombo.

In 1943 she went to Alexandria and the Levant before taking part in the invasion of Sicily. After re-joining the Eastern Fleet, she returned to her pre-war role in the Persian Gulf, but was ordered home in 1946 to pay off for her disposal.

Shoreham was broken up in 1950, before her name was to be revived just over half a century later.



● Mine counter measures vessel HMS Shoreham: fifth Royal Naval ship to bear the name

### Facts and figures

**Class:** Sandown class mine counter-measures vessel  
**Pennant number:** M112  
**Builder:** VT Group, Woolston  
**Launched:** April 9, 2001  
**Commissioned:** September 2, 2002  
**Displacement:** 450 tonnes  
**Length:** 52.5 metres  
**Beam:** 10.5 metres  
**Speed:** 13 knots (diesel); 6.5 knots (electric drive)  
**Range:** 2,500 miles at 12 kts  
**Complement:** 37  
**Machinery:** Two Paxman Valenta 6RP200E/M diesels; Voith-Schneider propulsion; two Schottel bow thrusters  
**Weapons:** One DES/MSI DS 30B anti-surface gun; one anti-aircraft gun  
**Additional equipment:** Marconi Type 2093 sonar  
**Countermeasures:** ECA mine disposal system; 2 PAP 104 Mk 5 (RCMDS 2), which can carry two mine wirecutters, a charge of 100kg and a manipulator with TV/projector. Craft can dive to 300 metres at 6 knots with an endurance of 5e 20-minute missions  
**Features:** Monochrome and colour video cameras and searchlight; mid-water capability to deal with buoyant mines  
**Role:** Hunting and destroying mines, operating in deep and exposed waters

### BATTLE HONOURS

Cartagena.....1741  
 Sicily.....1943  
 Mediterranean.....1943  
 Burma.....1944-45

## AIRCRAFT OF THE ROYAL NAVY No 89



● Outstanding World War I scout: Sopwith F.1 Camel

Picture: Fleet Air Arm Museum

## Sopwith F.1 Camel

WITH ITS record tally of 1,294 enemy aircraft destroyed - 386 by the RNAS - the Camel is generally considered to have been the greatest British fighting scout of World War I.

The plane's manoeuvrability, together with its twin Vickers guns (the Camel was the first British fighter to be equipped with them), were a contributory factor to its success.

Five Camels from the RNAS station at Dunkirk were the first to see action, in July 1917, when they attacked a formation of Gothas returning from a raid over England.

By the end of that month, No. 6 (Naval) Squadron had gone over completely from Nieuports to Camels.

Nos. 8 and 9 (Naval) Squadrons were also getting the plane instead of Triplanes.

In August, a Camel of 'Naval Eight' made one of the first successful night ground-attacks, destroying a kite-balloon shed by gunfire.

All the original F.1 Camels for the RNAS had

130hp Clerget engines. Later, the 150hp Bentley B.R. 1 was substituted and eventually became the more common installation in naval Camels.

Single-seated and fabric-covered with a wooden structure, the F.1 Camel was used in limited numbers by the RNAS in Italy and the Aegean.

It was also used at coastal air stations in the United Kingdom and at Cranwell - where a two-seat version was also flown.

The Camel had a wingspan of 28ft which covered an area of 231 square feet.

Its maximum speed was 115 mph at 6,500 feet, climbing in 20 minutes 40 seconds to 15,000 feet and it also had an endurance of two-and-a-half hours.

With the introduction of explosive and incendiary machine gun ammunition, the plane acquired a deadly anti-airship weapon.

In August 1918, a Camel taking off from a high-speed lighter towed by a destroyer downed L53 - the final Zeppelin casualty of the war.



## THE ROYAL NAVAL BENEVOLENT TRUST

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[www.rnbt.org.uk](http://www.rnbt.org.uk)





## JACK

HOW DID YOU GET ON IN THE NATIONAL RADIO QUIZ?

MASTER MIND THERE...

...ASKED TO NAME THREE FAMOUS WOMEN FROM HISTORY— HE KICKS OFF WITH ESKIMO NELL!

BY TUGS



WE WERE WINNING BY A GOOD MARGIN THEN GOT EDITED OUT!



### MAs' role 'unique'

AS HEAD of the RN Medical Service the status of Medical Assistants is very much in the forefront of my thoughts.

They are an essential part of the Medical Service and a major contributor to Operational Capability and, as such, appropriate training is essential to their performance.

It must be recognised that their role is unique: they provide emergency medical treatment, primary care, aspects of nursing care and administration as well as focus for medical organisation for action.

This is not reflected in any one civilian occupation. Current training is designed to provide a broad range of skills to meet their operational role, which is supplemented by secondments and experience.

Currently there are a number of civilian awards available to MAs at various stages throughout their Service career: the City and Guilds Certificate and Diploma in Emergency and Primary Health Care; the HSE First Aid at Work Certificate; the NEBSM Introductory Award and Certificate in Management; the AMSPAR Diploma; the Foundation Modern Apprenticeship; and the European Computer Driving Licence.

Additionally, a number of initiatives is in place to gain recognition for MA training in the future. Accreditation is being sought towards a Foundation Degree and a model has been devised whereby credits would be attached to various levels of training leading to the foundation degree in a relevant subject at the Senior Rate level.

A 'grandparenting' scheme is also being developed to allow current MAs to gain access to the paramedic register, but this would require additional refresher training throughout their careers.

Training as either Ambulance Technicians or Paramedics (as has been suggested) would lengthen the training pipeline by up to one year and, whilst useful on leaving the Service, is only one part of the MAs' Service responsibilities.

I have recently instigated a review of the RN Medical Service, which includes the MA Branch. This will determine the operational requirement for the MAs of the future and ensure that they retain their unique role and operational focus in the Royal Navy. — **Surg Rear Admiral M. A. Farquharson-Roberts**, Medical Director General (Naval).

# 'Proper food' lessons from Nigella's gran

I WAS serving in HMS Neriede in the South Atlantic in 1952-54 and we often had pot mess to guarantee plenty of mess savings.

Corned beef hash was another 'Scrooge' menu. This consisted of a layer of corned beef slices, baked beans, tinned tomatoes in the bottom of the mess tin covered with a lid of mashed potato, hopefully cooked to a golden finish.

It was during the construction of a pot mess that the following disaster occurred.

I was doing my stint as cook of the mess and while preparing the pot mess I was also half way through scrubbing the mess table.

I took the pot mess to the galley for the chef to cook and returned to the mess to continue the scrubbing.

I could not find the mess cloth anywhere and thought that someone had 'borrowed' it while I was in the galley.

I found a spare one and carried on with my work. It was not until later when I fetched the pot mess from the galley and was ladling it out on the plates that the mess cloth appeared again. It had been stewing away for a couple of hours, buried under a volume of meat, various tinned veg and the customary addition of gravy 'thickers'.

I carefully hooked it out and concealed it in the gash bucket.

"Hands to dinner" was piped

and the lads came charging down, swallowed their tot and got stuck into the pot mess which was enjoyed by all. The usual "gannets" went round the buoy and had second helpings.

I said I was not hungry but went to the canteen when no one was looking and got some Eccles cakes. I did not observe any extra activity in the heads after that soapy pot mess dinner, so it all passed peacefully.

This is the first time that I have disclosed this classified piece of information. I think I should be reasonably safe now. Regards to any ex-Neriedes still around. — **D. Bond**, Saltash

AS A NATIONAL Hero Stoker Mechanic on ferry crews at HMS Hornet during the 1950s we had no such luxury as a chef on board while ferrying Coastal Forces boats around the UK.

Prior to burning to cinders 16 pork chops (the gift from a crew member's butcher uncle) while tied up alongside HMS Eagle, I had the job of cook.

The ex-Chancellor of the Exchequer Nigel Lawson was our sub lieutenant and on arriving at Dover on one occasion we were met by his mother who promptly dragged me off to the shops to do some "proper food shopping" — not for frying pans.

So I can claim the distinction of having lessons from Granny Lawson before Nigella.

Incidentally, she was a really lovely lady who stood no nonsense from shopkeepers or National Servicemen. — **L. Broadhurst**, Colchester.

● **Fast patrol craft from HMS Hornet Dark Adventure, Dark Aggressor and Dark Biter exercise at speed near Portsmouth in January 1957**

# Reserve liability — questions answered

HAVING JUST left the RN as a CPOWTR and accepting my requirement for Reserve liability, I decided that the right thing to do would be to join the RNR.

I would then not only be able to keep my hand in should the need arise, but also to pass on some of my experience.

Having applied and been told verbally at HMS Vivid that there should be no problem, I was staggered to receive a very basic letter informing me that due to restructuring I was not accepted.

My query is, if I am not acceptable material for the RNR, how can I possibly have a reserve liability? — **D. B. Davies**, Torpoint, Cornwall.

**Director Naval Reserves replies:**

On leaving the regular service, eligible officers and ratings are always encouraged to join the RNR where vacancies exist and their skills and experience can be put to good use.

The CPO is perhaps confusing Reserve Liability, ie the Royal Fleet Reserve, with the Royal Naval Reserve, an active volunteer reserve force which has no Writer branch.

Assuming that he was considering joining the Logistics specialisation, his RN experience and Writer skills would not necessarily be relevant, as this specialisation fulfils a very different role to that of the RN Writer.

Furthermore, following lessons identified from Operation Telic and a CinC Fleet review of crisis schemes of complement, the Logs specialisation is undergoing significant restructuring and both transfers and recruitment to it are currently closed.

**Letters to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication. email correspondents are also requested to provide this information.**

### Decoy in Dominica

IT WAS with interest that I read your article regarding the new Active Decoy Round (January issue).

The article gives the impression that the missile with its decoy electronic 'magnet' being dropped by parachute to attract incoming missiles is something new, but I am afraid this is not so.

It's true the new version is intended to intercept incoming missiles which were not around at the end of the last war, but the basic format was in being under the name of the Publican.

The Publican was in itself a decoy system, exactly the same as the ADR, and was fitted to my ship HMS Dominica, the launching tubes being fitted just abaft the bridge by the mainmast.

The rockets used to carry the decoy acted exactly like the ADR, exploding in the air, and the decoy, known to us as a 'Rattler', parachuted ahead of the ship to drop into the sea to attract acoustic homing torpedoes which may have been fired by a U-Boat.

The Rattler was a 'noise box' making a very loud sound while parachuting down and in the sea, a noise estimated to be more "attractive" than the engine noise of the ship.

Tests were carried out in the Hebrides and were successful, but the time from when a torpedo was presumably picked up on Asdic, the rocket fired, and the decoy's descent into the sea actually occurred was in the minds of many of us longer than the time for the torpedo to hit the ship.

Whether it would have proved itself under war conditions was not known at the time for the war ended shortly after the trials. — **R. Ward**, Margate



No. 596 50th year

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# Birth of an island, 40 years ago

I WAS on board HMS Duncan (January issue) on patrols around Iceland in 1963-64 when we stumbled across a volcanic island that appeared from nowhere off the southeast coast.

When we arrived back at Port Edgar (South Queensferry) the ship was more volcanic ash

than Pusser's grey. Our navigator appeared on telly the night we got in and I heard the island referred to on Magnus Magnusson's Celebrity Mastermind recently.

I believe the island is named and inhabited now. — A. Knox, Selkirk  
IN NOVEMBER 1963, when

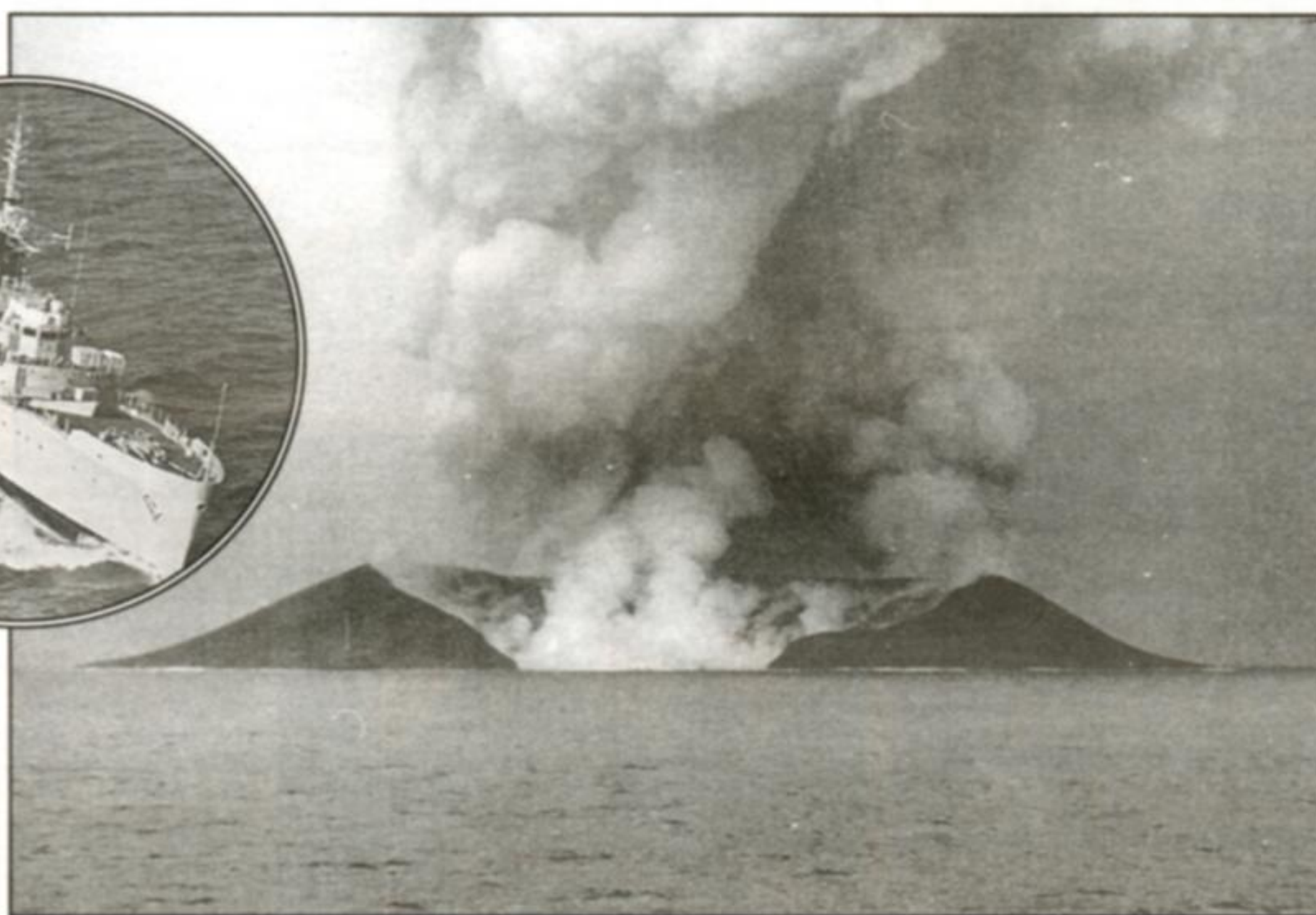
Duncan first approached the volcanic eruption, there was no land at all, just smoke. As we got closer the sea temperature was going up and a small amount of pumice was landing on the ship.

Later, when we went back, the volcano had started to appear above sea level. Lt

Reynolds was quoted in the *Sunday Express*: "... rose a great column like that of an atomic bomb explosion, mushrooming up to 25,000 ft. It was very spectacular."

This volcano became one of the most studied in the world. — D. Matthews, Larkhall, Strath  
The eruption that created what has been called "the newest place on Earth", the island of Surtsey among the Westman group, actually started around May 1963. At first the release of gases and molten rock seems to have been quite slow and it was six months before the build-up of lava reached the surface. Then the eruption increased in violence and continued at a high level for four months until April 1964. Over the next year a steady flow of lava built up an island of over one square mile and by the time all volcanic activity ceased in 1967 it stood 560ft above sea level and covered almost 2sq miles. It was designated a nature reserve in 1965 and is now home to a variety of species of insects, crabs etc as well as breeding gulls. Because of the scientific interest in the development of its flora and fauna, very few people are allowed to visit Surtsey, named after the Norse fire god Surtur. — Ed

● The eruption off Iceland photographed from HMS Duncan (inset) and the island of Surtsey in process of creation



## 'Very happy' with dental records

WITH REFERENCE to F. Edwards' letter about his teeth (January issue) John Howard and Bill Smithers also have the same teeth the Navy looked after — John has 11 and Bill 26.

We are residents of the RNBT's home Pembroke House at Gillingham, Kent and we both joined HMS Ganges on September 8, 1927 from the Marine Society's Training Ship Warspite, which we joined on leaving school at 14.

We assume we left TS Warspite dentally fit. Shortly after joining Ganges the dentist decided John (as far as he can remember) had no problems.

John did visit an Army dentist in Aden in 1929 for treatment and had wisdom teeth extracted in 1943 and 1945.

Bill clearly remembers the dentist decided he needed 13 fillings. These were done over a period of several weeks, not a pleasant experience, so that he took the instruction "use the toothbrush and toothpaste night and morning" seriously, a toothbrush and tube of Kolynos being standard issue at that time.

Up to November 1945 Bill had one more filling ("painless") and two extractions. The second one happened in 1940 when the dentist decided Bill would look better if the slightly protruding front tooth was removed — he has often thought of the number of dentists he had seen before who did not consider that a problem.

We are two very happy residents at Pembroke House. Thank you for a very good read — though we do have problems with most of the modern rates. — A. W. Smithers, Gillingham, Kent.

● John Howard (left) and Bill Smithers (with Royal Engineers Cadet escort), tributes to the dentist's skill



## Saddam's yacht?

A PICTURE of the capsized hull of a fine-looking ship (February issue, page 13) caught my attention as the ship in question is probably Al-Mansur, the 121m megayacht of Saddam Hussein that was built in my native Finland.

I recall the ship being fitted out at what was then the Wartsila (now Kvaerner Masa-Yards) shipyard in Turku, where I had moved as a student in 1981.

Trading with the Iraqi regime only became politically incorrect several years later and the order was warmly received. Soon stories circulated in the city about £300 bedside lamps, silk wallpapers, water taps of gold etc that went in large quantities to the vessel.

A friend of mine served as first mate in her when she ran trials and he recently recalled that it was a fine sea boat that handled well and was quite fast, too.

Bombed in Basra by the RAF last spring, it was a sad end for a fine ship. — K. Reinikainen, St Leonards-on-Sea, East Sussex

## Free entry for some

LTC A. KITCHEN's letter concerning entry charges to Portsmouth Historic Dockyard gives me the opportunity to advise all Service personnel (on whatever list and whatever colour uniform) and members of the MOD Civil Service that entry to the award-winning Royal Navy Submarine Museum in Gosport is free on production of an ID card.

Can I also take this opportunity to encourage Naval personnel to visit all four of the world-class museums which are sponsored by the Second Sea Lord (the Royal Naval Museum Portsmouth, the Fleet Air Arm Museum, the Royal Marines Museum and the RN Submarine Museum). — Cdr J. Tall, Director RN Submarine Museum.

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# Helping Hands



● Edwina Currie pictured with HMS Ledbury's crew (l-r) Commanding Officer Lt Cdr Peter Olive, Lt Will Payne, PO Andy Cooper, S/Lt Kev Harper

Picture: PO(Phot) Gary Davies

## Ledbury favours Currie in mercy bike ride

FORMER Health Minister turned writer and broadcaster Edwina Currie spiced up fund-raising efforts aboard veteran minihunter HMS Ledbury when she visited Portsmouth.

The ex-MP has promised to promote crew's efforts when they cycle to the ship's namesake town – ahead of a charity bike ride of her own later this year in Poland.

Ledbury is currently in refit after her exertions in the Gulf last year – an overhaul which has given sailors the chance to step up their charity efforts.

The Hunt Class ship raised hundreds of pounds for cancer sufferers on her way home from Operation Telic, and the support for cancer charities is continuing.

The eight sailors who are cycling the 150 miles to the small town of Ledbury in Herefordshire will

raise money for Marie Curie Cancer Care.

Lt Cdr Peter Olive, Ledbury's Commanding Officer – he's leading by example by taking part in the lengthy ride – said: "Edwina has been brilliant in helping to publicise our ride to Ledbury."

"Our aim is simply to raise as much money as we possibly can for our adopted charity."

Donations can be sent to Marie Curie Cancer Care, 12 Bournemouth Road, Chandlers Ford, Southampton, SO53 3DD or on the internet via [www.justgiving.com/hms\\_ledbury](http://www.justgiving.com/hms_ledbury)

## Marathon trek is just desert for officers



● (Above) What's in store for two friends – a runner heads through the Sahara in last year's Marathon des Sables and (left) Lt Stuart Bosley and Lt Dominic Kilbane (right) in preparation

IF running the London marathon year after year becomes a drag, budding fighter controller Stuart Bosley has the solution: run through the searing sands of the Sahara.

The 26-year-old lieutenant and his fellow junior officer friend Dominic Kilbane intend to run the distance of nearly six marathons through Morocco to raise upwards of £10,000 for the Royal British Legion's Poppy Appeal.

Runners in the fabled Marathon des Sables are expected to cover 243 kilometres – 151 miles – in six days of running in legs of between 22km and 82km in temperatures expected to reach 120°F around mid-day.

More than 600 people took part in last year's marathon, a good third of them Britons.

The racers must carry all they need – food, fuel, medical supplies and sleeping bag – in a rucksack on their backs.

"I've done the London marathon five times and wanted to do something that was more of a challenge," said Stuart, who is on an air traffic control training course at RAF Shawbury.

"I know it will be really hard, but hopefully it will go well. I'm really looking forward to it."

Organisers describe the April race as one of the toughest sporting events in the world, suitable for "lunatics and masochists".

Race promoter Chris Lawrence said that Stuart and Dominic, a warfare officer at HMS Collingwood, needed more than physical fitness to come through the deserts.

"Mental stamina constitutes 50 per cent of whether you will complete the distance or not," he explained.

You can support the two lieutenants on their run financially via the internet at [stuartbosley.saharamarathon.co.uk](http://stuartbosley.saharamarathon.co.uk) or [dominickilbane.saharamarathon.co.uk](http://dominickilbane.saharamarathon.co.uk) or by calling 01753 849536.

## News in brief

YOUNGSTERS at the Puffin Pre-School Nursery for Portsmouth Naval families were knocked for six by sailors at HMS Excellent. Trainees on the Initial Regulators' qualifying course took a break from studies to take the four- and five-year-olds ten-pin bowling at Portsmouth's Gunwharf Quays leisure complex. The sailors treated the youngsters to a night out, and raised more than £300 in the process to provide the nursery with new toys.

BAD behaviour by senior rates at HMS Collingwood paid dividends for Fareham children's charity The Rainbow Centre which helps youngsters with cerebral palsy. Late arrivals, mobiles going off in class, and hats on back to front all ended with 'fines' for students on the Senior Rates Command Course raising £196.

ALUMNI of the Britannia Royal Naval College in Dartmouth can enjoy reunions long into the 21st century after a £10,000 donation. Close Brothers, which provides military services, handed over the cash to Rear Admiral Robin Shiffner, chairman of the Britannia Association, which keeps graduates of the college in touch through get-togethers around the UK.

A RAFFLE and dinner dance by the Scottish Branch of the Submariners' Association helped to raise £2,000 for the Erskine Hospital – which has also received a blown-up photograph of a stamp commemorating the centenary of the Silent Service from the association.

## Chatham's help for kids

SENIOR ratings aboard HMS Chatham helped sick youngsters in the Plymouth area through their efforts during the war on terror.

Warrant and chief petty officers raised £1,000 for the community nursing team at Derriford Hospital in Plymouth. The good cause was chosen because the six-year-old son of CCPO Steve Brown was diagnosed with diabetes.

"The diagnosis came as a great shock to us all. Diabetes not only affects him and his life, but also family life," said CCPO Brown.

"The paediatric diabetes nurses are wonderful. They have helped us to come to terms with the diagnosis and the way it affects Danny and us as a family and they have patience with the children and understand them."

## ROYAL SAILORS' HOME CLUB

### NOTICE...NOTICE...NOTICE

The 140th Annual General Meeting of the Royal Sailors' Home Club, Queen Street, Portsmouth, will be held in the ballroom of the club on Tuesday 27th April 2004 at 10.30.

Commanding Officers are requested to allow committee representatives to attend.

ALL MEMBERS ARE ENCOURAGED TO ATTEND

#### Ex RN REPRESENTATIVE

Are you interested in playing an active role in the running of the club? The ex-Serving representative on the Committee is elected at the AGM. The position requires attendance at the club four times a year plus availability to respond to matters raised by your constituents.

Nominations with proposer and seconder to the Administration Manager before 10th April 2004.

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● A fuel shortage made taxi-ing a pain for RAF personnel: this is what the Air Force hopes the RN and RM will join them at this summer, hauling a Tornado down a runway

## Tornado causes storm among the three Services

NOW here's a challenge no self-respecting green beret or sailor can refuse: beat the crabs and pongoes.

Not without some effort, though. The RAF wants to see which of the three forces has the most muscle – by dragging a Tornado jet down a runway.

The imaginatively-titled Great Tornado Pulling Competition aims to raise £50,000 over one weekend this summer as teams from the three branches of the Armed Forces drag an F3 jet down the tarmac, racing against the clock and against each other. There may be the chance of a celebrity team taking part too.

Organiser Flt Lt Sally Naude, a navigator with the Air Force's XI(F) Sqn, was inspired to set up the event for Macmillan Cancer Relief after her father was struck down by the disease two years ago.

"We need teams of 15 people from units around the country to come to Leeming in North Yorkshire – there'll be an afternoon of practice pulls, followed by the contest the next day, culminating in a hangar party," she explained.

The pull is lined up for July 30-31. Anyone interested in taking part should call Flt Lt Naude on military 95851 7600.



● Truly hideous specimens – the ties that is. (l-r) Cdr David Vaughan, S/Lt Andrew Scorer and Surg Lt Cdr Alan Bowie don loud ties for a good cause at Britannia RNC

## Definitely knot the height of fashion in the west country

PARTICULARLY powerful sunglasses were the order of the day at the home of RN officer training as staff and cadets at Britannia Royal Naval College left traditional Service ties at home.

Dartmouth staff were encouraged to wear the loudest, brightest ties in their collections to raise awareness of and cash for research into bowel cancer.

The efforts of January 29 brought in £187.72 with Britannia's CO Cdre Tony Johnstone-Burt singling out S/Lt Andrew Scorer's multi-coloured neckwear as the loudest tie in the establishment, winning the junior officer a lunch voucher.



## TWO TRAGEDIES FROM THE FLEDGLING DAYS OF THE SUBMARINE SERVICE ARE REMEMBERED

# Silent Service grows from A1's black day

On a memorial stone in the shadow of HMS Alliance, a small name plate will be changed on Thursday March 18 to mark the loss of a submarine.

It's a routine which happens almost daily at the Royal Navy Submarine Museum in Gosport in memory of all those lost in the 'trade'.

On March 18, the duty will have added poignancy. It will be 100 years to the day that Britain's first submariners lost their lives.

HMS A1 was run down in the Solent by the liner Berwick Castle.

Her 11 crew never stood a chance. The impact of the blow from the liner, bound for Hamburg from Southampton, knocked every man unconscious. As water poured into A1, each submariner drowned.

As disasters go, the loss of A1 says much about the spirit of the early submariners.

The boat was lost, but the crew's comrades continued the pioneering work with submarines, despite the blow of the tragedy.

Poring over the photographs of the funeral for A1's crew a century later, RN Submarine Museum director Cdr Jeff Tall says it is difficult to comprehend the impact the

loss of A1 had not just on the Naval community, but the nation in general. Even the Germans were moved to send a telegram of condolence.

"The effect of A1's loss was staggering – the submarine service was in its infancy, but it had got through those difficult teething problems of the very first years," Cdr Tall said.

"It's because the service had got through those years that it was well-enough established to weather this storm."

More than 700 people attended the very public funeral for the crew – the cortege was nearly a mile long – and an imposing monument to A1 was erected in Haslar Cemetery in Gosport.

The boat had been conducting trials with cruiser HMS Juno. A1's Commanding Officer Lt Loftus Mansergh was lining up a dummy torpedo attack on Juno, his periscope just peering over the water's surface, when Berwick Castle struck the submarine.

Mansergh simply didn't see the liner coming and the Admiralty hadn't warned shipping submarines were practising in the Solent that day.

"Something like this tragedy was bound to happen. They were dealing with crude equipment and learning to use it, but lessons were learned. The loss of A1 was a

wake-up call," said Cdr Tall.

"Through the decades the service has had its tragedies. We have always learned from them. Tragedies haven't put people off the submarine, rather they've tended to focus the mind."

"I take my hat off to those early submariners who lived with danger every day. They were young and pioneering."

A1 was salvaged and continued to serve the RN into the next decade before being paid off.

By then she'd passed the torch to the next generation of submariners who immortalised the 'trade' with their actions in the Great War.



● An officer's coffin is hauled solemnly by sailors as hundreds of people look on. The funeral cortege stretched for a mile. (Left) A commemorative postcard for A1's crew – typical of those produced in Edwardian Britain to remember disasters and (bottom left) the raised and refurbished A1 seen at the tail end of her RN career.

Pictures: RN Submarine Museum



## Witness to unlucky 13 pays respects

A WITNESS to a submarine tragedy more than 80 years ago has attended the annual memorial service to the 32 men who died in the accident.

Amy Bachelor, from Helensburgh – who celebrates her 100th birthday this year – was on the shore of the Gareloch and saw rescue operations after K13 sank during trials on January 29, 1917.

One of the notorious K-class submarines, which quickly won a reputation as a jinxed design, K13 was a big advance in submarine technology for the time.

The K-boats displaced 2,600 tons and were 334ft long, and were designed to operate with the Grand Fleet, keeping pace on the surface with the battleships and cruisers they were to accompany.

To provide the speed required when surfaced – up to 26 knots – K-boats were powered by steam turbines, which presented major design headaches.

The hulls of these giant boats were pierced by numerous vents, hatches and other assorted holes, so that submerging became something of a marathon. One of the contemporary H-boats could dive in 30 seconds; it took an average of five minutes for a K-boat.

K13 had already made a successful two-hour dive on the fateful day and been accepted by the RN.

But Admiralty officials on board decided that before she returned to the dock at her builders, Fairfields, she should make a brief final test dive.

Crew checked that instruments confirmed all hatches were shut – but the four boiler room ventilators had been left open.

All her aft compartments flooded, swiftly sending the boat to the muddy floor of the loch, 55ft down.



● Amy Bachelor who saw efforts to save the crew of K13 joins (l-r) Capt Jim Boyd, Cdre John Borley and Rear Admiral Nick Harris, plus cadets of TS Neptune and (right) K13 on her fateful trials

It is thought that the 32 victims drowned almost immediately, while a further 48 remained alive in the unflooded forward compartments, where it was calculated that they had sufficient oxygen for around eight hours.

A desperate rescue operation was launched to raise the stricken boat, but it was 15 hours before an air supply could be provided.

It was 54 hours after the accident that the first of the survivors, in a poor state of health, started wriggling through a hole cut in the hull as soon as the bows broke through the surface of the water.

The King sent a message to congratulate the survivors on their "marvellous escape" and those who "by their untiring efforts rendered their escape possible."

He also expressed his deep sym-

pathy for the relatives of those, including Fairfields staff, who had died.

The victims were buried at Faslane Cemetery, where the recent memorial service was conducted by the Rev David Yates, Chaplain to the Faslane Flotilla and Honorary Chaplain West of Scotland Branch of the Submariners Association.

Also attending was the current Captain Faslane Flotilla, Capt Jim Boyd, and his predecessor, Capt Pat Walker, as well as Flag Officer Scotland, Northern England and Northern Ireland Rear Admiral Nick Harris and the Director Naval Base Clyde, Commodore John Borley.

Helensburgh Sea Cadets tolled the K13 bell once for every man who lost his life in the accident.

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## People in the News

### Top tiffy tales remembered

TIFFIES' tales from the past century are now enshrined thanks to the efforts of historian Gil Harding and colleagues.

Last year marked the 100th anniversary of artificer training in the Navy and to commemorate the fact, Mr Harding and friends in the Old Caledonia Artificer Apprentices' Association have produced a book.

The association appealed through veterans' groups and newspapers including *NN* for stories, photographs and cartoons of life as an artificer apprentice at Caledonia.

Mr Harding presented the book to Cdre Philip Wilcocks, CO of HMS Collingwood, and the latest class of tiffies passing through the Fareham establishment.

Copies of the book have been presented to establishments which have been – or still are – associated with tiffy training, notably Caledonia, Raleigh and Sultan.



● St John's College pupil Clare Thomas, 11, joins Lt Cdr Graham Cooke in the hotseat of HMS Exeter's Lynx

Picture: Portsmouth News

## Lynx effect too strong for school

THE visit of HMS Exeter's Lynx helicopter to a school in Southsea proved a blast for pupils... but not so much fun for the school itself.

The 815 NAS helicopter dropped in on the playground of St John's College – and a 15ft by 5ft window pane promptly dropped out of its fittings in a classroom.

Not that it bothered the youngsters much. They were more interested in the Fleet Air Arm's nimble helicopter and its crew than the shattered glass.

No-one was injured; the down-draught from the Lynx's rotors, a good 140ft from the building, is thought to have been responsible, aided possibly by a loosely-fitting window!

The flight was arranged by Exeter's Commanding Officer Mark Durkin as a belated birthday present for his son Edward, a pupil at the Southsea college.

Before dropping in on Southsea, Lynx pilot Lt Richard Bartram touched down in Dorset at Claysmore School, Blandford, for another publicity visit.

Exeter's flight commander Lt Cdr Graham 'Cookie' Cooke said putting down in a playground might seem simple compared with landing on a rolling flight deck in mid-ocean, but it posed different challenges.

"Landing in the grounds of a

building like a school is something that we might have to do under very difficult circumstances, such as assisting in disaster relief," Lt Cdr Cooke said.

Once on the ground, children crowded around the helicopter and clambered inside. Leading the way was 11-year-old Claire Thomas, whose father Simon is a RN commander and former pilot.

"It's so big and exciting," she said. "It's not many times you see a helicopter fly into your school."

Nigel Thorne, St John's headteacher, said the college had long-standing ties with the RN – not least as many sailors' offspring attended it.

"Many former students have pursued careers in the forces and a number are serving in Portsmouth-based ships," Mr Thorne enthused.

"The helicopter's visit has been a unique way of giving young people an insight into the great variety of tasks performed by the Navy – and it's been great fun."

## ... but it lures RAF cadets towards RN

THERE was less drama, but no less flying for another 815 NAS Lynx, which headed north from Yeovilton to give youngsters a taste of flight.

In two days, 200 Air Cadets were ferried around the skies of England and got stuck into ground activities.

The Lynx was invited to Nesscliffe Camp by RAF Flt Lt Tony Smith who organised a get-together for scores of 13 to 18-year-olds from Merseyside in the Air Cadets to experience Service life and see aircraft in action.

While some of their friends were up in the air, those on terra firma were being taught leadership skills, map reading, shooting and

running around an assault course, as well as being visited by recruiting teams from the three Services.

The Lynx was based out of RAF Shawbury, near Shrewsbury for the cadet visit.

While fliers gave the youngsters a short flight, an engineering officer, petty officer (AEM) and leading hand gave a run through of the nimble helicopter's capability.

The Yeovilton team also shed light on Naval life in general and the art of aero-engineering.

The insight into the Fleet Air Arm led to numerous cadets expressing an interest in swapping the RAF for a career in naval air engineering instead.

## Courageous Lynne thanks loyal Barry

A BIRTHDAY wish for nuclear power station electrician Barry Baxter was realised thanks to staff at Devonport.

His wife Lynne decided a look around a nuclear submarine would be the ideal way to thank the 54-year-old from Somerset for the way he had cared for her through cancer treatment.

As an employee at Hinkley Point power station, Barry was fascinated by nuclear submarines, how they were powered and how men lived aboard.

The RN couldn't oblige with a look at a reactor compartment – they are off limits to the public as part of a long-standing agreement with the USA.

But sailors in Devonport could show the Baxters around much of the rest of HMS Courageous, the hunter-killer boat now serving as a museum piece.

"This was a once-in-a-lifetime opportunity and very exciting," said Barry. "HMS Courageous gives a heartfelt feeling of how life and existence was for submariners who operated her in service."

"I was amazed at the comparatively small space the nuclear power plant in a submarine takes up compared with what I am used to."

His wife Lynne, 48, successfully underwent surgery for cancer, followed by radiotherapy. "I owed Barry a big thank-you because ever since I was diagnosed he has been a supportive rock in all ways," she added.

"I knew how much this visit would mean to him and we are both grateful to the Royal Navy for a fantastic day."

Courageous is open to the public for pre-booked tours.



● Artist Mandy Shepherd shows off her Telic art work with Ark's Commander Cdr Paul Cook

## Ark Royal is prints of the high seas

FOLLOWING in her father's footsteps, artist Mandy Shepherd has captured the Navy's most famous flat-top on canvas for future generations.

A generation ago, her father David painted HMS Ark Royal IV – an image which hangs outside the admiral's dining cabin on the Portsmouth-based aircraft carrier.

A quarter of a century later, Ark commissioned Mandy to remember the ship's role in Operation Telic last year.

The result is a collage of

Ark, her escort HMS Liverpool, commandos from D Company 40 Cdo, RAF 18 Squadron Chinooks and a Sea King from 849 NAS.

250 prints have been produced of the artwork, each signed by Ark's CO during the Iraq campaign, Cdre Alan Massey, and Mandy.

Many of the prints have been snapped up by the carrier's crew, but some are still available, framed for £35, from Lt Rayner Workman at HMS Ark Royal, BFPO 212.



● David Carden, Deputy Master Warden at Trinity House, joins his son Cdr Peter Carden on the bridge of Iron Duke

Picture: Hull Daily Mail

## (Deputy) Master and Commander

MARINER David Carden joined his son Peter on the bridge of Type 23 frigate HMS Iron Duke when the ship put into her affiliated city of Hull – and the Cardens' home town.

Cdr Peter Carden is Iron Duke's Commanding Officer; his father served as a Merchant Navy captain for 23 years and today is deputy master warden at Trinity House based in Hull.

The Portsmouth-based ship and her crew enjoy the privilege of Freeman of the City, a title bestowed on Iron Duke a decade ago shortly after her launch.

Sailors marched through the city before attending an official reception hosted by Hull's Mayor and ex-CPO(Stoker) Councillor Ken Branson, and the visit also allowed Cdr Carden to re-visit his old school and friends.

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## People in the News



● OM2 Amanda Drake receives the Stuart Cup from Admiral Sir Ian Garnett

### Amanda's dedication pays off

TRAINING for new entry Amanda Drake lasted somewhat longer than expected after she picked up an injury early on at HMS Raleigh.

But 53 weeks later the OM2's determination and resolve paid off as she passed out and received recognition for her endeavour and commitment.

Admiral Sir Ian Garnett, serving with Supreme Headquarters Allied Powers, Europe, presented the young rating with the Stuart Cup, awarded to Raleigh sailors who show dedication in training.

The cup is awarded in memory of Seaman (Missile) Matthew Stuart, who was killed aboard HMS Argonaut in the Falklands in 1982.

"It was a memorable event – made even more so by Sir Ian's speech which genuinely appeared to be made 'from the heart'. His comments were genuinely honest and motivating," said Amanda's father Ross.

### Devonport provides teenagers' kicks

YOUNGSTERS in the West Country were put through their paces when they dropped in on helicopter assault ship HMS Ocean.

More than 30 teenagers spent a day at Devonport learning about life in the Senior Service.

Green berets from 42 Commando showed the children, aged 13 and 14, how they lived in the field – and gave the youngsters ration packs to sample.

MOD Police showed off their dog handling skills, and the teenagers were given a trip around the yard by boat, as well as a tour of decommissioned nuclear submarine HMS Courageous.

"Teamwork is the key to everything we do and we hope the visit has given young members of our community the motivation to succeed in whatever they do in future," said Lt Michelle Bradley.

### Kathryn has the questions... and answers for admiral

THE Navy's top recruiter Rear Admiral Peter Davies was surprised by the questions fired at him by RNR new entry Kathryn Shaw when he visited the London Boat Show to unveil the Fleet's new electronic chart system.

But then not every sailor edits the Navy's second bible (Navy News is first, naturally) as a day job – Jane's Navy International.

The 27-year-old junior rating helps the respected defence journal from its Croydon base, travelling around the world reporting on the latest developments in nautical technology, firepower and command structures.

But for the past five months, Kathryn has been wearing two hats after joining the Royal Naval Reserve via HMS President in London.

"It was a strange position to

be in – here I was the most junior sailor at the show interviewing one of the Navy's senior officers," she explained.

"It is great to use my specialist knowledge of the media to the Navy's benefit. I'm looking forward to the new entry course at HMS Raleigh and then deciding on which specialisation I want to join."

Rear Admiral Davies, Flag Officer Training and Recruitment, was delighted – if a little surprised – by being quizzed on the £29m WECDIS chart system by one of the junior ranks.

"I was slightly bemused at first until it was explained why Kathryn was so knowledgeable," he added. "It's great that such a talented individual wants to be part of our organisation and I'm looking forward to seeing her again – in either of her roles."



● Rear Admiral Peter Davies with Jane's – and the RNR's – Kathryn Shaw

# Steve repays debt of honour to war dead

SENIOR rating Steve Rogers has taken on a task for future generations by helping to honour Britain's war dead.

The Portsmouth-based warrant officer is looking for help in photographing every official war grave in Hampshire for a national memorial project.

Steve, who serves on the staff of the Portsmouth Flotilla, became interested in war graves when research into family history led him to a military cemetery in Belgium.

He found his forebear – and four more men with the same surname in a small battlefield cemetery in Flanders.

That inspired him to take on the mammoth task of recording the grave of every single Rogers killed in the 1914-18 war.

To date he has visited the resting places of 900 fellow Rogers; there are still another 300 to go.

His work with war graves around the globe prompted bosses at the Commonwealth War Graves Commission (CWGC) to ask the senior rating to help record all gravestones in his native Hampshire for a major national project of remembrance.

Official records show there are 6,000 war graves in the county from 20th Century conflicts as well as servicemen lost in peacetime accidents.

The warrant officer is about ten per cent through the project – he has captured most of the graves in the Portsmouth area on camera – but is looking for volunteers to photograph the other stones on his definitive list from the CWGC.

The end result will be a website – [www.britishwargraves.org.uk](http://www.britishwargraves.org.uk) – honouring Britain's war dead.

"This is my way of saying 'Thank you'. I have taken quite a few RN personnel on tours of the Somme and they have always come back changed people," Steve explained. "The photographic project is huge, but if we do not remember these people it's bad news."

Anyone in the Hampshire area who wishes to help the graves project should call Steve on 023 9272 0629. Photographs must be taken digitally.



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# No teething troubles for these sailors



● Open wide and say 'aah': Surg Lt Roland Woods, of 45 Cdo, checks out an Afghan villager during the 2001-02 campaign against the Taliban

Some of our older readers have written in praise of Naval dentists – citing the fact that they still have their own teeth half a century on. Well, most of them ... Dental care is just as important to today's Navy, as Lucy Jackson discovered when she spoke to Surg Cdr (D) Michael Gall.

SURGEON Commander (D) Gall said he was gratified to see in *Navy News* the favourable comments from patients who left the care of the RN Dental Service – and he believes that the Navy continues to offer the prospect of rewarding and challenging careers for dental officers, hygienists and dental surgery assistants, which can only be good news for Service patients.

Dentists place a high priority on preventive care, which is of particular significance for sailors on long overseas deployments, often without an embarked dental team.

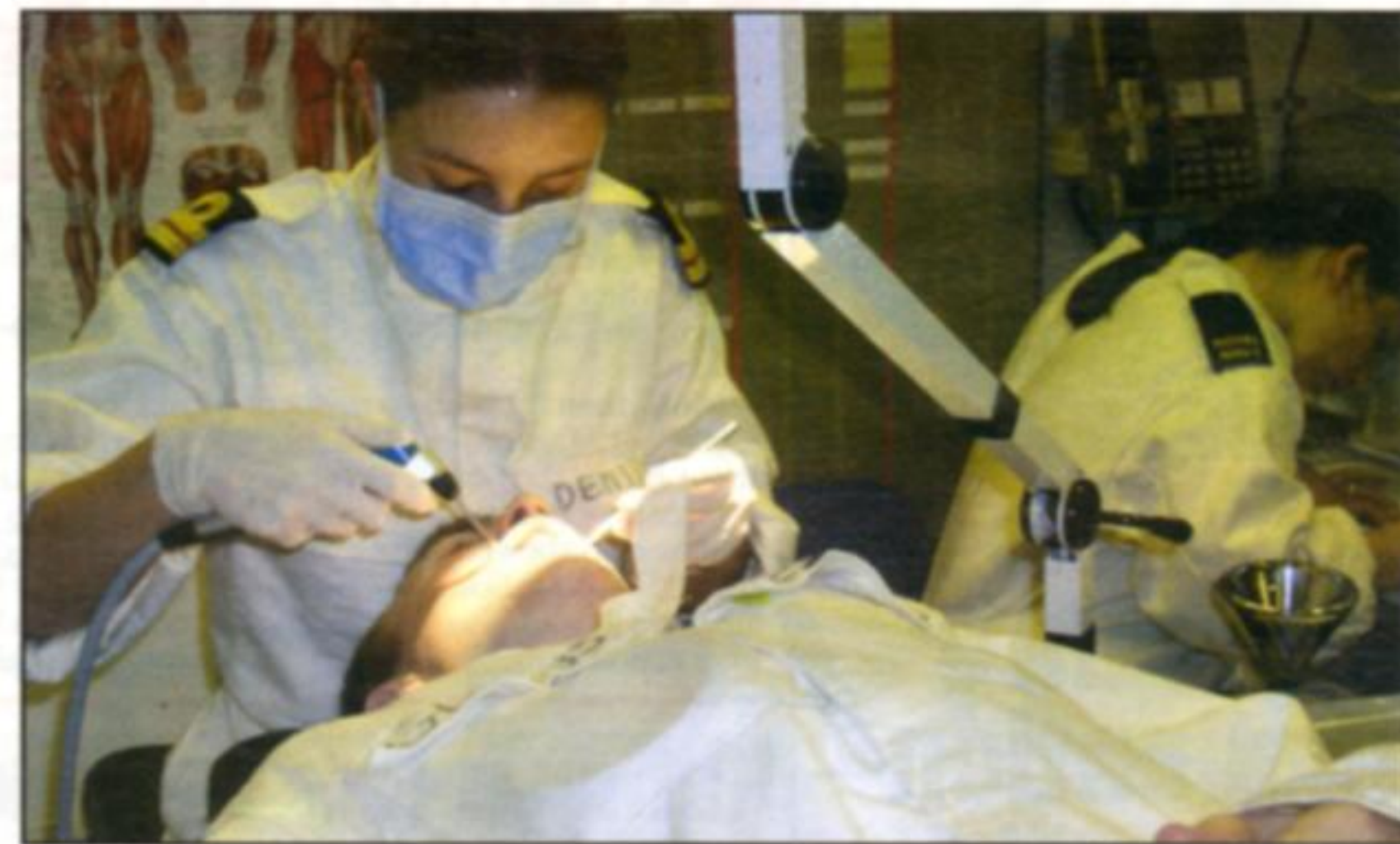
Healthy teeth and gums are a good starting point, and the majority of dental care in the Navy is provided in shore clinics or satellite caravans on a jetty, but dentistry is also provided at sea and in operational environments ashore.

Medical teams are routinely on hand to deal with commonplace dental conditions such as fractured teeth and wisdom tooth infections – but what happens when more serious problems arise?

The identification and treatment of rarer mouth disorders becomes complicated if they arise during a long deployment when there is no dental officer present.

These days, embarked medical staff or dental officers can use communications tools to consult with land-based colleagues; tele-medicine allows rapid exchange of clinical pictures via e-mail.

In a classification system being refined by the Forces, patients are rated on a scale of low to high risk, establishing how frequently they must be examined, and such risk assessment for individuals and units helps in planning the deployment of embarked teams.



● Surg Lt Emma McGill gives a new meaning to the expression 'Navy drill'

surgeries, but the needs of personnel in frigates and destroyers are more likely to be met using portable dental equipment set up in the sickbays.

And with many naval operations involving ships operating as a group, someone serving in a minihunter could be transferred to a sister ship for treatment.

Such seagoing dentistry ensures fewer man-hours are lost as patients avoid the need to transfer ashore for care, and can be available for work much more speedily.

**The recent Iraq conflict required the deployment of dental teams from all three Services, and post-Telic reports have been generally complimentary.**

"Naval dental support was an extension of normal peacetime provision and standard operating procedures were proven robust," said Surg Cdr Gall.

"Navy dental teams worked at sea and ashore in support of the amphibious operation. Some dental officers provided routine primary dental care, while others, serving with 3 Cdo Brigade, deployed in their war role in the Regimental Aid Post."

Surg Cdr Gall acknowledged that some of the dental personnel who deployed were comparatively junior. Sea survival training was arranged at short notice and broader military training, including

weapon-handling was delivered en route – under the Geneva Convention, medical and dental officers may be armed to protect patients in their care.

"Dental teams ashore provided both emergency and routine dental care," said Surg Cdr Gall. "Portable dental units were set up in tents, where the dusty environment and operational tempo periodically compromised clinical ideals."

"Troops were under constant threat of attack and had to be able to dress in a gas mask within nine seconds – and both patients and clinicians were forced to abandon treatment for a shell scrape in the expectation of imminent attack."

Dental awareness and expectations within the UK population are higher than ever, and this is mirrored in the Forces. In the 1930s extractions and fillings were the bedrock of dental care, and Surg Cdr Gall said a recent scientific paper favourably compared the longevity of amalgam fillings placed by military dental officers with those placed in the NHS and private sector.

"It implies we are doing at least one of the basics well," he said, "but dentistry is becoming increasingly consumer-led with a growing demand for aesthetic dentistry."

Navy dental care remains free at point of delivery, irrespective of ability to pay – but the cost of dental care for those who leave the Service can be a nasty shock.

With Naval dentists able to call on the support of the established network of consultants and clinical specialists, and a referral system for surgical dentistry and the like, there is little evidence of RN patients leaving current care arrangements for the private sector, suggesting they are happy with the care provided.

High clinical standards are practiced; with high mobility in the Forces, there is constant peer review, where other dental officers review the quality of previous treatment, a marked contrast with the general dental services where peer review is not as wide because patients are not shared in the same way.

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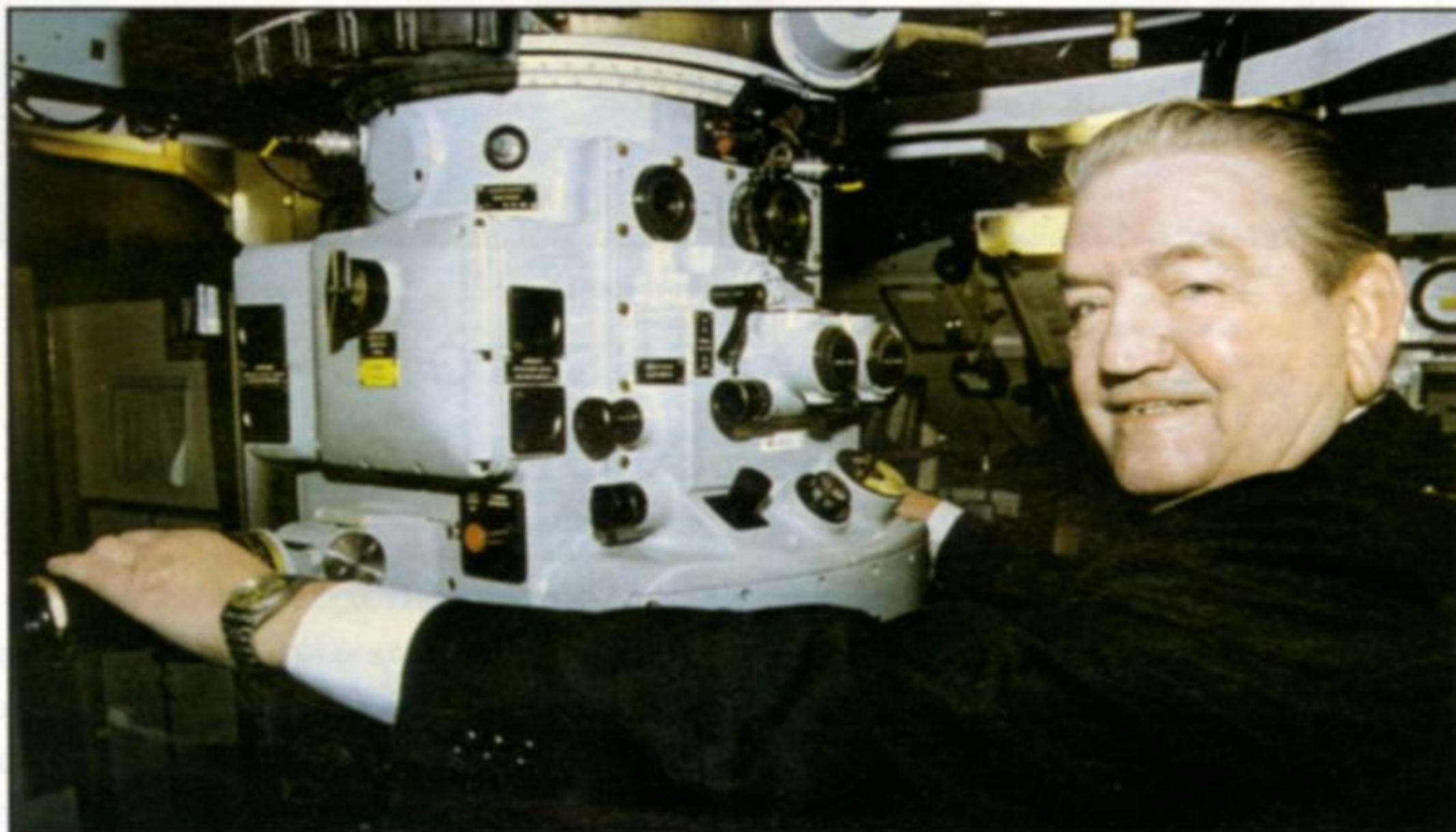
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### FACTS TO GET YOUR TEETH INTO:

- There are 63 RN dental officers, five of whom will be at sea at any one time
- There are 114 RN ratings, including dental hygienists; five are at sea at any one time
- Five RN dental officers are attached to the Royal Marines
- Every year there are 20-26 dental nurses in training
- Four foreign exchange posts are available in the USA, Brunei and Germany (Army)
- Six RN dental officers have earned the Green Beret
- Around 22,000 fillings are completed in the RN every year
- 360 dentures are made every year
- 1,400 teeth are extracted every year
- 450 referrals are made to specialists every year



● Brogan's run: Wigan's Mayor Wilf Brogan at the periscope of HMS Sceptre

## Wigan's mayor proves Sceptre has no peers

NUCLEAR submarine HMS Sceptre hosted a visit by the Mayor and Mayoress of her affiliated town of Wigan as the S-boat prepared for her forthcoming deployment.

Cllr Wilf Brogan and his wife Agnes enjoyed tea and cakes in the junior rates mess before being shown around the boat by Lt Keith

Peterson, the most newly-qualified officer aboard the boat.

The visitors were then treated to a buffet lunch in Sceptre's compact wardroom before heading back from Faslane to Greater Manchester.

Cllr Brogan served in Royal Electrical and Mechanical Engineers before being demobbed

in 1948.

He and his wife chatted to the deeps about their work and life aboard a hunter-killer boat.

Sceptre's Commanding Officer, Cdr Mark Titcomb, said: "It has been a very successful visit and our affiliation with the town of Wigan remains very important to the ship's company."





● Princess Alexandra aboard HMS Warrior

## Warrior's Royal finishing touch

THE culmination of two-and-a-half years' work was marked by Princess Alexandra when she laid the final plank in HMS Warrior's upper deck replacement project.

The princess is patron of the Victorian ironclad, which has been a museum piece in Portsmouth Harbour for more than 15 years, and joined local schoolchildren and renovators for the last act of laying new planks.

"It's been a pretty big task," said Philip Barfield, of The Maritime Workshop. "The old pine deck was in a hell of a state, but it's now been replaced with teak – probably the best wood."

Project manager Ron Broome, who joined the Royal Navy as a Ganges boy and retired in 1994 as a lieutenant commander, said the team faced a battle with the weather.

"You can't lay wood when it's wet. We soon realised that what was needed was something more substantial. So we hit on the idea of using polytunnels – similar to the ones used in market gardens."

The next task for Maritime Workshop foreman Trevor Ford and his team, who have also worked on Victory and Cutty Sark, will be to re-build Warrior's flag lockers and fit new galley windows.

This month – the "quietest period for the ship" according to Mr Broome – Warrior will be docked for three weeks for work to her hull. Her new decking should last for up to 75 years.

Earlier in the day, Princess Alexandra visited Portsmouth-based Type 23 frigate HMS Kent. Sponsor of the ship which she launched on the Clyde in 1988, the princess met the 174-strong crew, was given a mini-tour of the vessel and learnt about Kent's recent anti-terrorism deployment in the Gulf.

## New sleeping arrangements considered

NEW sleeping bags are being considered for front-line forces to replace ageing existing kit.

Plans to replace bags first introduced in the 1980s were in hand long before 3 Commando Brigade headed to northern Norway for three months of war games – Exercise Joint Winter.

As some media reported, the Norwegian officer commanding the military training centre near Harstad which is hosting the Royal Marines, said he was surprised by the state of some of the equipment the British troops were using for winter warfare.

As of mid-February, 132 men had been sent home from Norway in accordance with Health and Safety rules: 57 for freezing injuries such as frostbite, 22 for non-freezing conditions such as trenchfoot, and 53 suffering from other injuries.

The cold weather injuries are attributed not to equipment rather to a lack of experience of Arctic warfare among a large percentage of green berets which the exercise aims to address.

But 3 Cdo Bde logistician Capt Steve Mellor said replacement sleeping bags were being considered; the bags, for example, were regarded as too heavy during operations in Afghanistan.

"In this winter environment, the bag is fine – as long as it is new. But when it's old, its insulating layers disintegrate. There's no way of tracking bags to tell if they are old or new," he added.

See next month's issue for a full report on Exercise Joint Winter.

# Back to Spartan's watery grave



● HMS Spartan survivors Stan Turton and Bernard O'Connor lay a wreath over the wreck of their ship

THEY were separated by six decades, but shared a common bond – the name HMS Spartan.

On the Mediterranean shore veterans of the last vessel bearing the name Spartan joined present-day successors paying their respects to men who made the ultimate sacrifice in the bloody Anzio landings of 1944.

Dido Class cruiser HMS Spartan was anchored in Anzio Bay south of Rome on January 29 1944 providing air defence for the amphibious landings designed to open up the Italian front.

As night fell, the invasion force was subjected to a German glider bomb attack.

Spartan fell victim to one of the radio-controlled bombs striking abaft her after funnel.

For the next hour, crew fought to save her before the order was given to abandon ship. Ten minutes later she settled on her beam in little more than 30ft of water; five officers and 41 ratings were lost.

Sixty years later, crew of the pre-

sent Spartan – the sixth RN vessel to bear the name – joined fellow Spartonians, survivors of the 1944 sinking, in Italy as the sailors from different generations paid their respects.

Traditionally, Spartan's survivors gather at the Nautical Club in Birmingham as close to each January 29 as possible to remember their fallen shipmates.

Four veterans made the pilgrimage to Italy – Geoff Smith, Bernard O'Connor, Stan Turton and George Busby – plus 27 serving RN personnel from the nuclear hunter-killer submarine.

They gathered at a plaque set in the wall at Anzio's harbour commemorating the loss of Spartan V, paid for by survivors and the boat's senior rates' mess, for wreath laying before veterans climbed on to Italian coastguard cutters to pay their respects over the wreck.

The Anzio landing was intended to help break the stalemate in the Italian campaign by outflanking the German lines between Rome and Monte Cassino, where Commonwealth Armies in particular were bogged down.



● Old Spartonians: (l-r) Geoff Smith, Bernard O'Connor, Stan Turton and George Busby at Naples Commonwealth cemetery

Instead, the invasion proved to be a false dawn with the Germans sealing off the beachhead.

In January 2004, Anzio became the focal point for the Allied powers, as representatives from embassies and the military of the nations involved in the operation – codenamed Shingle – plus the



● MEM Richie Mackie places a cross on the grave of Cpl Albert Kent RM, lost in HMS Spartan and (below) the ship pictured in 1943



Italian Armed Forces took part in acts of remembrance in Anzio town.

Spartan's crew continued their mark of respect in the Allied war cemeteries around the bay; nine sailors survived the initial sinking only to die of their injuries ashore.

MEM Richie Mackie, a 20-year-old stoker, placed a cross on the grave of Royal Marine Cpl Albert Kent.

"I found the occasion very moving, seeing the graves of individuals my age and younger who died in the service of their country," he added.

Today's Spartan will soon finish her Basic Operational Sea Training before heading out on trials ahead of being declared fit for front-line duties in the summer.

## Grafton makes her own waves

IMPENDING TV star HMS Grafton is hoping to make waves of her own on a six-month tour of duty in the Arabian Gulf.

The Type 23 frigate cast off from Portsmouth on February 16 to keep up the war on oil smugglers 3,500 miles from the UK.

Grafton is due to be seen doubling as the fictional HMS Suffolk in the ITV1 drama series Making Waves which is waiting for a slot in the schedules.

Until then, Naval enthusiasts will have to make do with real drama on the high seas as Grafton joins a UN task force ensuring oil is not smuggled out of Iraq by pirates and mercenaries. Each smuggler deprives Iraq's citizens of the lifeblood which will be used to allow the country to prosper again.

"One of our tasks is to deter and – where necessary – intercept and detain vessels suspected of smuggling oil," said Grafton's Commanding Officer Cdr Adrian Cassar.

"We're committed to the Government's aim of returning stability to Iraq and that includes controlling the smuggling of oil that belongs to the Iraqi people. We're looking forward to making a real contribution to operations in the Middle East."

Grafton spent most of 2003 in UK waters, much of which time was devoured by filming for Making Waves. The warship was home to 30 actors and 60 film crew at times – as well as her 174 regular crew.

It's more than likely the six-show drama, featuring Alex Ferns – former EastEnders villain Trevor – as Suffolk's CO will air while Grafton herself is on deployment.

"Although it is disappointing that we're likely to be away, Grafton's absence on deployment serves to illustrate how frigates such as Suffolk and her crew operate," said Cdr Cassar. "I think Making Waves will give people a realistic insight and greater understanding of life in the RN."



● Making waves: HMS Grafton

## Winter wonderland for Inverness in Highlands



● A picture postcard scene: Sandown-Class mine-counter-measures vessel HMS Inverness berthed in her namesake city

RIGHT on cue for the snow to provide a picturesque setting for a visit to her home town was HMS Inverness.

Whilst alongside, the ship hosted a careers forum on behalf of Directorate Naval Recruiting, enabling local careers advisers to see what life at sea is all about.

Under the direction of LCH Dulson, chefs from a local catering college helped to prepare a lunch party of traditional Scottish fare.

The children's ward of Raigmore Hospital, HMS Inverness's affiliated charity, was also a beneficiary of the visit, receiving a cheque for money raised whilst the ship was deployed with MCMFOR North.

"It was a real treat to welcome the ship back. Inverness is very attached to the ship and her company, and we can't wait for her return," said Inverness' Lord Provost William Smith.

As most of the country became hysterical at the sight of snow, four Royal Navy sailors jumped around for joy.

But then Wtr Nekisha Seaman and her friends have never seen it before.

Back home in St Vincent temperatures are touching 30°C. At JSU Northwood – the support arm of the Forces' front-line command centre – they weren't even reaching 0°C in the last days of January.

Not that the four Vincentians minded, well the snow at least.

"We like the snow – although we're not too keen about the cold," said Nekisha.

"This is the first time we've seen it. We couldn't resist having a snowball fight. For us it's a bit of an adventure, although we still miss the Caribbean of course."

"We've taken a few photographs to send home so our families can see what snow looks like."

Four Vincentians are based at JSU Northwood – two writers in the UPO, a third in the registry and a chef in the wardroom galley.

The RN recruiting drive in the Caribbean paid off with around 150 Vincentians signing up, providing some very hard working, enthusiastic sailors.

Vincentian Wtr Jill John collected the JSU efficiency award for running a section – normally a position held by a fully-qualified writer – and will head to HMS Ocean this summer for her first sea draft.

"They've settled into the RN really well," said UPO manager CPO Andy Drummece.

"The snow has actually been a real bonus for them. They loved it – they got really excited and it's given them extra impetus."

"We find snow a pain, they found it amazing."

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## Brock around the clock

HMS BROCKLESBY'S first fishery protection patrol of 2004 took her clockwise around Britain – though she covered twice the distance usually required for a circumnavigation.

The Hunt-class mine counter-measures vessel, known as the Battling Brock, steamed around 3,000 miles in the 22-day patrol before returning to her home port of Faslane on the Clyde at the beginning of February.

Working with the Department of Environment, Food and Rural Affairs (DEFRA), Brocklesby's main task was to police the UK 6 to 12-mile limit offshore, carrying out routine inspections of fishing vessels.

Her previous patrol, in November, saw her apprehend three serious offenders, as well as dealing with a range of lesser infringements by other fishing vessels.

That patrol was dogged by stormy weather, which took its toll on the number of boardings, but officers were confident that the mere presence of the ship was often enough to deter any potential law-breakers.

After a period of maintenance last month, Brocklesby was due to undertake another round-Britain patrol starting in the middle of this month.

So the order will be round again Cossuain – only this time, for a change, she will sail in an anti-clockwise direction.

## Ten clearance divers – is this a record?

IS THIS the largest Clearance Diving Element ever on a minehunter?

Sandown-class warship HMS Inverness boasts ten Clearance Divers on her books, and they believe it to be a record – unless anyone knows better.

The team includes four members of the wardroom, including S/Lt McKeever, a SUY who was embarked for navigation training, and the benefits of an additional diver thanks to the squad system.

Nine of the ten lined up for the camera – they are: back row, from left, Diver Sweet, Diver Duncan and Fred standing in for Diver King (away on harmony time); middle row, from left: S/Lt McKeever, Executive Officer Lt Presdee, Operations Officer Lt Smith; front row, from left: Diver Hinton, PO(D) Scott (Coxswain), Leading Diver Dickson, Lt Cdr Bence, the Commanding Officer of the ship.



# Guidelines issued for use of updated logo



● HMS Chiddingfold sails back into Portsmouth Harbour following an extensive work-up period

## Hectic pace for Chiddingfold

HUNT-class ship HMS Chiddingfold is preparing to put months of training into practice when she deploys to the Baltic in the spring.

The mine countermeasures ship provided crew for 11 temporary fire stations last year during Operation Fresco, covering for striking firefighters while Chiddingfold was in refit.

And that set the tone for the rest of a hectic year.

The ship's company then embarked on an intensive work-up period and ship's trials a year ago, before making a trip to Gibraltar for a spot of relaxation.

On her return to the UK – having helped unravel a rope from the propeller of a British yacht en route – Chiddingfold left Devonport to conduct basic operational sea training (BOST) out of Faslane on the Clyde.

The ship emerged from the exacting six-week period with a Satisfactory rating, and was pitched straight into the stormy Joint Maritime Course (JMC) 033, putting theory to the test.

With the JMC over, Chiddingfold joined HM ships Walney, Pembroke, Penzance and Shoreham on a cruise through the inner isles before a squadron visit to Belfast.

Chiddingfold returned to Portsmouth after an absence of ten weeks and undertook more train-

ing with the Royal Naval Reserves and had an NBCD (Nuclear Biological and Chemical Defence) cleansing station fit before Christmas.

Naval Secretary and Director General Human Resources (DGHR) Rear Admiral Mark Kerr paid a visit to meet the ship's company and to discuss issues affecting sailors in small ships.

During the visit, Admiral Kerr presented CPOWEA Stuart Lishman with his Long Service and Good Conduct badge.

CPO Lishman, who is selected for promotion to Warrant Officer, said: "This is a very proud moment for me and while I gratefully appreciate this recognition I wish to thank the other members of the ship's company for their continued support and effort."

The ship started this year with more training serials, and route survey operations in Felixstowe and Harwich.

Chiddingfold is due to head for the Baltic for live operations in the spring, including visits to Kiel, St Petersburg and Vyborg.

Later in the year the ship will head for Norway for weapon training, and in the autumn she will switch roles and join the Fishery Protection Squadron.

The Commanding Officer of the ship, Lt Cdr Peter Craig, said: "The ship's company have worked extremely hard to reach this stage, for which I am very proud of their achievements, and we are looking forward to the future, particularly the Baltic deployment, with anticipation."

## Deck landing for new Harrier

A NEW era in Naval aviation has dawned with the first landing of the next generation Harrier on a warship at sea.

A Harrier GR9 touched down on the deck of HMS Ark Royal in the North Sea last month.

The jump jet, a development aircraft provided by BAE Systems, is one of three being trialled to replace the existing Harrier fleet.

The GR9 replaces the RAF's GR7 ground-attack aircraft and will be operated by four squadrons – a mix of RAF and Fleet Air Arm formations as part of the Joint Force Harrier from 2006.

The jet is a replacement rather than a successor to the FA2 Sea Harrier, which will be phased out in two years' time.

The GR9 is a marked

SHIPS, units and establishments will from this month be urged to help the Royal Navy raise its public profile through the use of the Senior Service's new logo.

The Navy's 'corporate logo' – a badge including the White Ensign which features on publicity, recruiting and public material – has been given a 21st century makeover.

The redesigned hallmark has been used since October last year, but now the RN's publicity wing – the Directorate of Corporate Communications (Navy) – is making a concerted effort to spread the logo throughout every branch of the Navy and Royal Marines.

It has produced a set of guidelines which is being distributed Navywide to explain how and when the logo should be used.

Naval leaders do not want units and establishments to immediately throw out all their old headed paper, gizzits and literature simply to accommodate the new logo.

But when it comes to replacing them, the RN wants to see its shiny new logo incorporated – alongside traditional crests such as Naval Air Squadron badges.

Cdr Rory McNeile from DCC(N) wants to ensure the new hallmark does not smother traditional unit identity, however.

"Traditional badges have been very important, but there has never been one single badge which represents the entire service," said Cdr McNeile.

"Those traditional badges – such as the Naval crown, the Globe and Laurel – mean a great deal within the RN, but they don't mean nearly as much to the general public."

He added: "We can remain loyal to our heritage and our unique traditions and move forward by putting the new logo alongside these historical symbols and badges."

"The key to the success of the logo is consistency."



Ten versions of the logo, in colour and black and white – each difference is very subtle – have been produced under the leadership of MOD Graphics Studios. Whitehall expects it to be incorporated in signs, advertising, literature, websites and RN publications.

"The new logo will play a significant role in communicating more successfully the diverse team of which we are all part," said First Sea Lord Admiral Sir Alan West in endorsing the guidelines.

"This is not only in war fighting, but in the many other areas of our business for which we are held in the highest regard as a world-class Navy."



● The ship's company of Type 23 frigate HMS Monmouth send a Valentine's Day message home from Key West in Florida after a stormy crossing of the Atlantic

Picture: LA(PHOT) Paul Punter

## Duke to take new top job

THE DUKE of Westminster has been appointed to a new position as a result of a restructuring of senior management in the Reserve Forces.

The Duke, a brigadier who holds the position Director Reserve Forces and Cadets, is expected to take over the two-star (equivalent to major-general) post of Assistant Chief of Defence Staff (Reserves and Cadets) later this month.

Announcing the appointment, Under Secretary of State Ivor Caplin said: "This appointment demonstrates that reservists are fully integrated and properly valued at the highest levels of Defence."

"It is also a recognition of the importance of the Reserve Forces, who have become a major component of forces on Operation Telic and in the Balkans."

This is the first occasion in modern times that a reservist has filled such a senior post.

## BBC plea over D-Day

GREEN Beret and RN veterans of the Normandy landings are being sought by the BBC for its coverage of the 60th anniversary.

The BBC is producing five hour-long documentaries on Operation Overlord, and in particular, TV producers want to hear from former crew of HMS Wrestler, mined on June 6, 1944, or anyone who witnessed it.

Contact researcher Susanna Handlip on 07788 448695.

■ The RN Museum is also marking the Normandy invasion with a day of historical insights.

The museum is hosting a seminar with talks by maritime and Normandy experts including Andrew Whitmarsh from Southsea's D-Day Museum, Portsmouth Naval Base historian Brian Patterson, and Stephen Prince of the Naval Historical Branch.

Tickets for the Saturday March 27 event are priced £25 (£15 for concessions) from Trevor Carpenter on 023 9272 7583.

## Beach clear-up

ROYAL Navy bomb disposal experts have been clearing World War II shells from a Norfolk beach to help clear up the coastline and to get some useful training under their belts.

The men from Southern Diving Unit 2 at Portsmouth searched the beach near Holme-next-the-Sea, a wartime artillery training range, and safely disposed of inert practice rounds and live 25lb shells.

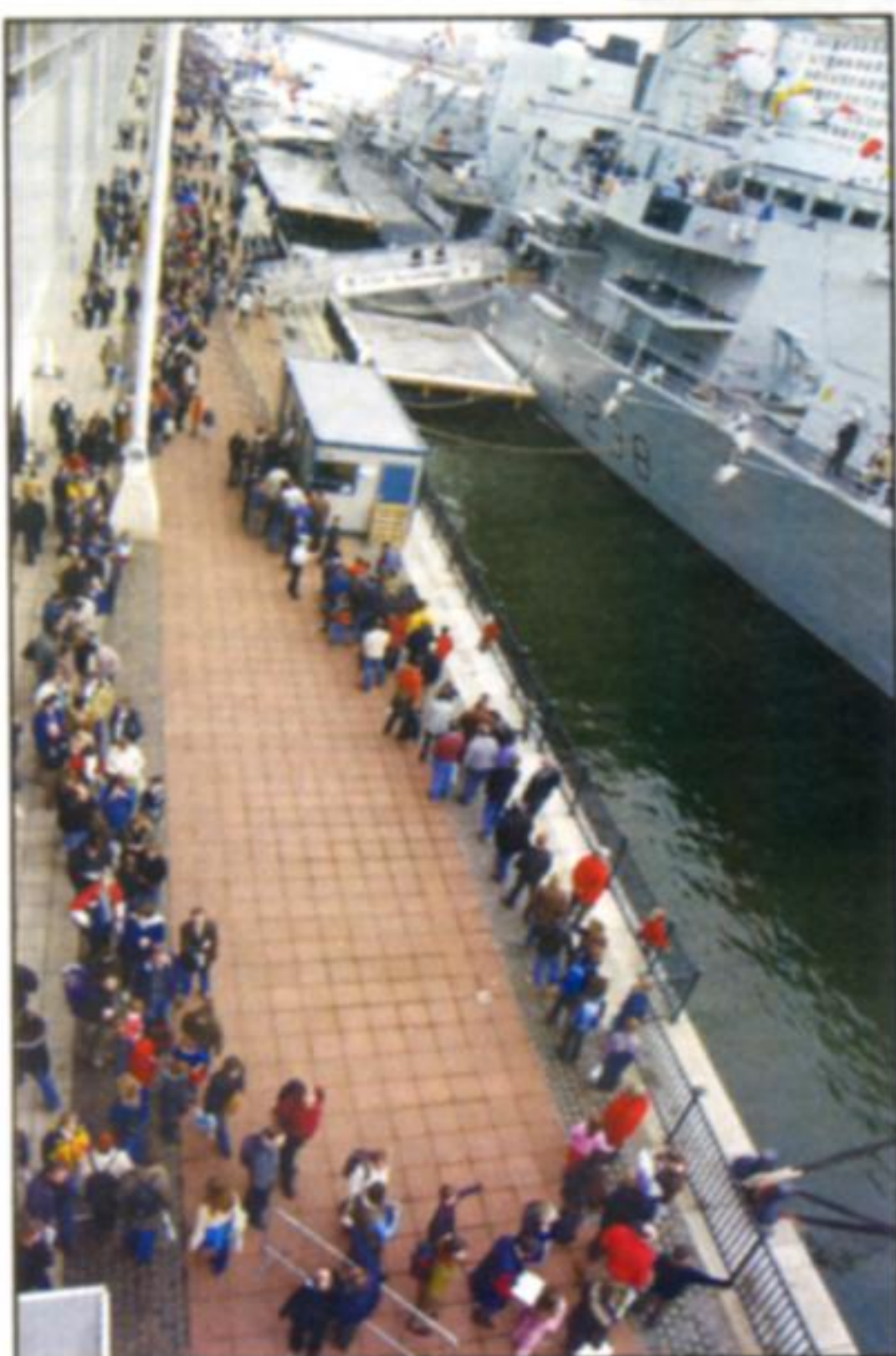


● Is it a car? Is it a boat? No, it's a car-boat: Life's a blur for Northumberland's crew as they dart past the frigate moored at London's Excel Centre for the Boat Show in the Aquada, a British-built amphibious car. Yours for just £150,000 and (below) just some of the 20,000 visitors the Type 23 frigate received in her ten-day visit to the show line up on the quayside.

Pictures: LA(Phot) Dave Griffiths



# Making a splash in the capital city



● Watch your back: HMS Northumberland's CO Cdr Alex Burton squares up to actor Alex Ferns, alias Cdr Martin Brooke, CO of HMS Suffolk in the forthcoming TV drama Making Waves, as fellow 'Making Waves' Stephen Kennedy and Lt Cdr Phil Nash, Northumberland's PWO(A), look on. The actors visited the frigate to promote the series, due to be aired on ITV1 later this year. They are used to a Type 23 warship - Making Waves was filmed aboard Northumberland's sister, HMS Grafton. "It was a pleasure to meet my Making Waves counterpart, Lee Boardman," said Northumberland's LCH Dimond. "I think the casting was excellent: he's more like a leading chef than I am!"



● Right on the Button: (Above) Crew pose with Formula One driver Jenson Button and (right) the Band of the Royal Marines add some pomp, ceremony and fine music to the end of a day at the boat show on the quay alongside HMS Northumberland



**F**RIGATE HMS Northumberland turned into the Navy's capital ship when she put in a star turn at the 50th London Boat Show.

More than 20,000 people squeezed aboard the Devonport warship (not all at once) as she served as ambassador for the Senior Service at one of Europe's most prestigious maritime events.

The Type 23 frigate sailed up the Thames and berthed at the Excel Centre in London's Docklands for the 10-day nautical extravaganza to complement a Royal Navy stand inside the exhibition hall.

Crew from Northumberland joined members of the London and Birmingham Sea Cadets and the London-based recruitment office and the Navy's publicity machine from DCC(N) in Whitehall in crewing the exhibition stall, while the Royal Marines Band from Plymouth provided music at the opening ceremony as EastEnders Phil Mitchell (in real life Steve MacFadden) cut the ribbon.

2004 was the first time an RN vessel has been an integral part of the boat show, in its 50th year. Naval estimates predicted 20,000 visitors and the prediction was spot on.

"Most people seem surprised by the noise from the generators and fans onboard, and also the amount of ladders" said Wtr Sian Harley, 21.



"People also still seem surprised to see women onboard, although women have been at sea for years now. A lot of people ask how we cope with only having such small bunk space to keep our clothes and things, but you get used to it."

There were hundreds of boats on display at the show, from luxury yachts to entry-level dinghies, and Northumberland's crew were able to look round - and indeed climb all over - some very expensive models, including the most expensive boat on display at the show, the Sunseeker 105, worth just under £5 million.

Other RN sailors posed for photos in a Honda S2000 and a Honda speedboat.

And Northumberland's chefs swapped the frigate's galley for the tiny kitchens on some of the nar-

row boats on display.

"Normally cooking for 190 people a day is relatively easy, but we'd struggle to provide meals for the ship's crew from this galley," said PO Caterer Ryan Hopper. "I hope that the galleys onboard the new Type 45s won't be this small," he joked.

The most eye-catching exhibit - apart from Northumberland, dressed overall - was the amphibious car, a £150,000 vehicle which hurtled past the frigate's berth frequently.

"It's a hugely impressive feat of British engineering," said Northumberland's Executive Officer Lt Cdr Egeland-Jensen, "and one which could ultimately have military applications in the littoral warfare environment."

"I'm sure the Royal Marines will be interested in seeing how the technology develops."

Some sailors managed to spread their wings beyond the confines of the Excel Centre in London's Dockland; 23 crew visited Charlton FC's ground to see the Premiership side beat Wolves and draw raffle prizes for Athletic fans.

Crew in turn presented a signed photograph of the ship and her badge to the club and hosted some of the Charlton players on board.

The ship's CO

Cdr Alex Burton said the visit had been a morale raiser for his crew and a profile raiser for the RN.

"This is what the ship is about - it's a place of fun for the younger children, for the older ones, it's a means of understanding the Royal Navy, which will hopefully provide them with a reason for choosing a career in the Senior Service," he added.

Beyond 20,000 members of the public, Northumberland also drew some high-profile visitors from officers as senior as First Sea Lord Admiral Sir Alan West and Deputy CINC Fleet Vice Admiral Mark Stanhope who praised crew for delivering "a very impressive shop window" on RN life, to world-renowned yachtswoman Ellen MacArthur plus the cast of Naval drama Making Waves.

And in the show hall itself, sailors met Princess Anne, Formula One driver Jenson Button, plus England rugby players Andy Gomersall and Phil Vickery who posed for photographs.



● No jokes about the shrinking size of the Navy, please: MEM Mark Chown, Lt Tom Boeckx and AEM Margie Cramsie go head-to-head with remote-controlled sail boats. "It's actually harder than it looks to control the boats round the set course while the fans are blowing," said AEM Cramsie.



● You think shamelessly pandering to Navy News will get your picture in our paper? You're right. (Above) Northumberland's crew finally get hold of some decent reading matter...



## High fliers

NEWLY qualified Leading Physical Trainers showed off their talents during their Passout Display before Second Sea Lord Vice Admiral James Burnell-Nugent – and families who travelled from all over the UK.

Anyone with a mind to joining the 'club swingers' should contact the Training Staff at HMS Temeraire. Or see your Divisional Officer for details.

# Freedom for Gulf escort

AFTER her hugely successful appearance at the London Boat Show, HMS Northumberland moved on to another high profile call to her affiliated city of Newcastle – her first in nearly two years.

Highlight of this was her acceptance of the Freedom of the County of Northumberland with over 120 specially invited guests welcomed on board.

Last year the Type 23 frigate deployed to the Mediterranean as part of Standing Naval Force Mediterranean where she was tasked with monitoring shipping routes.

Her contribution to the war on terrorism has been significant. At the height of the Gulf conflict she conducted escort duties for a nuclear submarine through the Suez Canal and for commercial shipping through the Straits of

Gibraltar. Visitors in Newcastle included ex-World IBF champion Glen McCrory, seen here sparring with Lt Cdr Peter Beardsley



## Last of the Islands go to Bangladesh

TO THE strains of God Save the Queen and excerpts from the Koran one era of Naval history came to pass in Portsmouth dockyard and another opened as the last Island class ships were handed over to Bangladesh.

HMS Guernsey and Lindisfarne – now Bangladeshi Navy Ships Turag and Sangu respectively – were officially transferred to the

Commonwealth nation on a bitterly cold day by the Solent.

Five out of six Islands have been snapped up by Bangladesh despite their age. HMS Orkney has not gone east – she's serving with the coast guard of Trinidad and Tobago.

Lt Cdr Chris Bourne, Guernsey's Commanding Officer and a former CO of Lindisfarne, spoke for all who had served in the Islands over the past three decades.

"They are stout, hardy and reliable ships which have served the Royal Navy well for a quarter of a century, providing an outstanding service," he said.

"There's nothing finer to be sailing in one in beautiful weather, in a calm sea with lots of sunshine."

"But even in the North Sea in a Force 9 or 10 in the middle of January you never feel in trouble."

The Islands come from a generation of warships almost gone – there are few serving sailors who can say they have spoken down voice pipes.

Between them, Lindisfarne and Guernsey have clocked up more than one and a half million miles on fishery patrols lasting more

than 160,000 hours.

The ships' new patrol patch will be the Bay of Bengal, safeguarding shipping and protecting Bangladesh's interests – the ships take their names from two of the country's main rivers.

Cdr Mohammed Iqbal, Sangu's new CO, said his crew had a fine tradition to live up to – as a Commonwealth Navy, Bangladeshi sailors wear uniforms strikingly similar to their RN counterparts.

"Taking over Guernsey and Lindisfarne in the vicinity of Nelson's flagship has made the event more memorable for all of us," Cdr Iqbal added.

"We will maintain the same professionalism and high standards of Naval service. And I hope that the mutual bond of friendship reaches even new heights in the years to come."

Sister ships HMS Shetland, Anglesey and Alderney have already sailed east under new names.

The class has been replaced with three River Class vessels, HMS Tyne, Mersey and Severn, operating out of Portsmouth.

## Update for Day by Day

WHICH was the last ship to land its Maltese stewards, when and where?

When was the rating of Fleet Chief introduced? Who was the first FCPO and in which ship?

Who was the first female Master-at-Arms, when and where?

If you know the answer to any of these, naval historians Tony Sainsbury and Lawrie Phillips would like to hear from you.

They are currently revising the third edition of that invaluable reference book *The Royal Navy Day by Day*, last published in 1992 and long out of print.

Included will be the many important events which have occurred in the past decade, such as the handover of Hong Kong, the paying off of HMY Britannia, the first Tomahawk missile firings by HM submarines and the first female commanding officers of HM ships.

"The book is not intended to be a naval *Guinness Book of Records*, but some of the 'firsts' and 'lasts' concerning ships, operations, personnel and administration will merit recording," Lawrie told *Navy News*.

"The key point is that entries have to be pegged at a specific date."

Contact Lt Cdr Phillips at 2 Drakes Drive, Northwood, Middlesex HA6 2SL e-mail lawrie@waitrose.com.

Capt Sainsbury is at 5 The Close, Blackheath, London SE5 0UR e-mail absainsbury@ukonline.co.uk

## Khedive Ismail 60th

A WREATH of poppies was laid by ex-Royal Marine W. C. S. Hiscock at the WRNS church St Mary Le Strand, London on February 12 to mark the 60th anniversary of the sinking of the Khedive Ismail in the Indian Ocean in 1944.

The ship sank in 90 seconds after being torpedoed by Japanese submarine I-27 later sunk by HMS Petard and Paladin.

Some 77 Service women were among the 1,297 who died in her.

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● One hump or two? Some of the less potent 'weapons' captured on camera and analysed by photographic interpretation students.

## Eye spy school leads to better intelligence

SAILORS are learning new ways of analysing the thousands of photographs which give the military its intelligence picture.

Two new hi-tech classrooms at the Defence Intelligence and Security Centre at Chicksands will help improve the instruction given to students learning the art of interpreting and analysing photographic intelligence.

The new school building marks the first of a number of additions in a six-year expansion plan that sees the world of defence intelligence enhance analysis techniques.

With the classroom count up from five to seven and nine additional teaching staff, the school will be able to provide training to twice as many students as before.

The opening ceremony was timed to coincide with the first class to use the new and improved facilities, an 11-week basic imagery course. This is one of the six basic courses run by the school, in addition to the 12 advanced courses Chicksands also delivers.

"Building works have been completed with no adverse impact during the past six months.

"This is an exciting and challenging time for the school, and the defence imagery intelligence world," said the school's Commanding Officer Sqn Ldr Stu Stirrat.

Students graduating from the school will progress to operational imagery analysis roles in a variety of defence establishments.

## Sailors' best friend still remembered after six decades

FORMER sailors are expected to gather in South Africa at the beginning of next month to pay tributes on the 60th anniversary of the death of a much-loved 'comrade'.

Legendary canine friend Just Nuisance was laid to rest on April 1 1944 - which also happened to be his seventh birthday - with the White Ensign draped over his body and the Royal Marines firing a volley as a salute.

The Great Dane was renowned for leading sailors who were a little the worse for wear back from the pubs and bars of Simon's Town to the naval yard, a duty he performed for a good five years - so much so he was given a rank and officially registered.

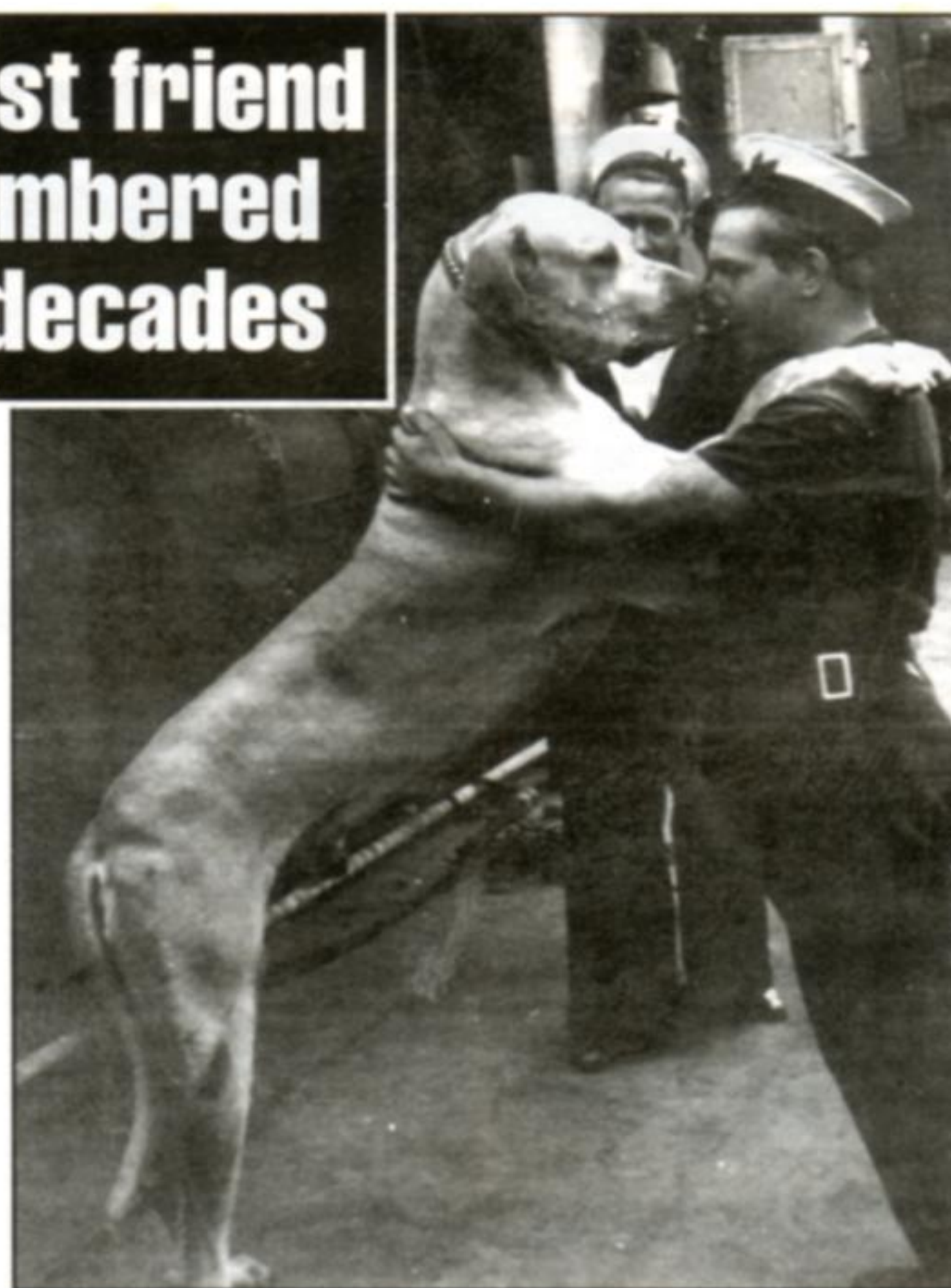
Besides his 'heroics', he mauled the mascots of HMS Shropshire and Redoubt.

He was put down following a motor accident, but tributes poured in from all over the world from grateful sailors. Everyone who served at Simon's Town in Just Nuisance's time says he provided a boost to morale in the dark days of war.

One sailor who filed past his grave laid the medal ribbon of the DSM he had received for his bravery in the Norwegian campaign.

"We hear from friends in South Africa who still send us cuttings and we receive many tea towels and other items which they purchase in the Naval museum," said Tom Bryant from East Preston in West Sussex.

"Celebrations are organised around the date of Nuisance's birth to celebrate a much-loved matelot. We will never see his like again - he will never be forgotten."



● As big as a house... well a matelot, at any rate. A sailor squares up to the legendary Just Nuisance in Simon's Town

## 2SL goes back to Albion

THE Second Sea Lord's tour of the RN to get a handle on the views of ordinary sailors and Royal Marines continued with a visit to the Fleet's newest capital ship HMS Albion.

Early in his career, Vice Admiral James Burnell-Nugent served in the previous Albion. He joined the new assault ship in final preparations for winter war games off Norway.

The admiral, accompanied by his Command Warrant Officer Eddie Seaborne, talked with crew and Albion's Assault Squadron about issues of RN life from the fitness test to leadership and the Longer Service at Sea bonus. To reinforce the fitness message, Albion has recently received new gym kit.

## Focus on crocus for T200

A COLOURFUL floral tribute is being planted at Portsmouth Cathedral to mark the 200th anniversary of the Battle of Trafalgar.

Between 80,000 and 100,000 predominantly yellow crocus stems will be planted in anchor, fish and rope patterns this autumn.

Visitors will see the full effect of the flowers from around February 2005 when the croci bloom.

Members of the Cathedral's congregation, residents of Old Portsmouth and local school children will begin planting the crocus corns probably around 24th October.

The blooms will run along the High Street side of the cathedral in Old Portsmouth, near the site of former George Hotel, where Nelson left for HMS Victory in 1805 on his way to Trafalgar.

The cathedral burst into bloom to celebrate the millennium and the Trafalgar initiative is on a similar scale.

The planting, however, will rely on sponsorship and public support; cathedral staff hope to raise £2000 to fund the project.

Anyone wishing to make a contribution can send a cheque, made payable to Portsmouth Cathedral, to Pat Olsen at Trafalgar Crocus Carpet, Cathedral Office, St. Thomas's Street, Old Portsmouth, PO1 2HH.



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D-DAY 60th ANNIVERSARY Do you have any accommodation you wish to let for these celebrations in June 2004?





● **Aiming to raise profile:**  
NFF's Kim Richardson

## New group will act as family voice

A NEW family support group has been set up to help the nearest and dearest of serving Naval and Royal Marines personnel and provide a voice at the top table.

The Naval Families Federation (NFF) is innovative in its approach as it is aimed at all family members, not just the spouses of serving personnel.

The newly-formed federation, based at Castaway House in Portsmouth, is aimed at giving RN/RM families an independent voice – and at the same time it can bend the ear of the Second Sea Lord's department and Whitehall when necessary.

The first goal for NFF chairwoman Kim Richardson – herself the wife of a sailor – is to raise the federation's profile.

"We are keen to know how our families are feeling and what we can do about it," she explained.

Twice a year the NFF will have the opportunity to represent the views of Naval families directly to the government and ensure they are heard at the highest level.

"My initial aim is to let families know that we exist and encourage them to communicate with us. I hope that mums, dads and grandparents will feel they have an equal stake in the organisation – the experience they have to offer is invaluable," Mrs Richardson added.

The Naval way of life often presents challenges which would not normally be experienced by civilian families.

The federation believes that through it, family issues can be discussed with like-minded people who understand the strains of RN life.

It can assist with communication between Service and civilian agencies, Naval authorities and at a Ministerial level.

Mrs Richardson will meet junior defence minister Ivor Caplin in May, which will provide an opportunity for families to get their message across at the highest level.

She is keen to hear issues which she can raise with the minister.

The federation can be contacted at Castaway House, 311 Twyford Avenue, Portsmouth, PO2 8RN, via e-mail at [admin@nff.org.uk](mailto:admin@nff.org.uk) or tel 023 9265 4374.

## Argus comes back to base

AVIATION training ship RFA Argus has returned to Plymouth following a multi-million pound refit in Falmouth.

The Royal Fleet Auxiliary vessel acted as a Primary Casualty Reception Facility – a 100-bed hospital ship – during Operation Telic in Iraq, having left Plymouth in January 2003 with five Sea King helicopters of 820 Naval Air Squadron, from RNAS Culdrose, on board.

During the ground offensive in Southern Iraq, she was positioned close to the Iraqi coast to minimise the casualty transit time from the front line.

The ship's hospital unit treated 67 casualties during the conflict – the majority Iraqis, either prisoners of war or displaced people.

Once the ship has completed operational sea training, she will return to her primary role, conducting operational flying training for Royal Navy helicopter crews.

## Pensions admin is harmonised

PENSIONS delivery in the three Armed Forces is to be combined under one roof at Glasgow.

The new Joint Services Pension Office comes about as a result of a decision by the Armed Forces Personnel Administrative Agency (AFPAA) Management Board to support plans to harmonise the delivery of pensions currently

administered separately by the Services.

RN and RM pensions are currently dealt with at Centurion House, Gosport, but will transfer to AFPAA(G) in Scotland at the start of this month, at which time the telephone enquiry service will be extended to the Senior Service.

After March 1 this year, all pen-

sion correspondence (including requests for forecasts) should be addressed to: AFPAA(G), Joint Service Pensions, Mail Point 480, Kentigern House, 65 Brown Street, Glasgow, G2 8EX.

There is no change to payment of pensions, which will continue to be through Paymaster (1836) Limited.

# Training overhauled with eye to future

BASIC and battle training for rookies and hardened sailors is to be given a radical overhaul.

New entries passing through HMS Raleigh will find training brought into the 21st century.

Barely a stone's throw away, experienced sailors passing through the Flag Officer Sea Training (FOST) organisation will find front-line training better tuned to the new ships and equipment being introduced this decade.

Senior officers at HMS Raleigh say it is time to bring the first stage of training for ratings into the 21st century and adapt it to the needs of the modern Fleet.

Raleigh's Commanding Officer, Cdre David Pond, said he believed the Torpoint establishment provided excellent men and women for the specialist training centres such as HMS Sultan and Collingwood.

But, he pointed out, society had changed fundamentally since the early 1970s when Raleigh was rebuilt, and the recruits coming through the gates of the base had changed with it.

**Bleaters who complained that today's youngsters were inherently bad, lazy and ill-disciplined were well wide of the mark, he said.**

"I'm very positive about the people I see entering HMS Raleigh's gates for the first time – most of whom leave eight weeks later considerably changed," he said.

Cdre Pond said many of the young people coming to Raleigh were looking for discipline, a challenge, wanted to become part of a team, and wanted to learn.

That prompted him to begin a review of Phase One training "to



● **Cdre David Pond joins Phase 1 trainees in conducting the Royal Navy fitness test**

modernise it, make it more relevant and more challenging."

Conducted alongside other training establishments, Fleet and the Directorate of Naval Recruiting, the review should be completed by the end of April.

It will focus, said the commodore, on 'training in' rather than 'weeding out', paying particular attention to the culture from which recruits are drawn.

Meanwhile sea training in the Royal Navy is to undergo an evolutionary upgrade following an in-depth review at Devonport.

FOST, already renowned for the quality of its service, is looking forward to the entry into service of new ships, submarines and aircraft over the next decade.

And in order to ensure the best configuration to cope with the changes, and to introduce greater

realism, a study team looked at the operation under the leadership of Capt Keith Winstanley.

That team has now made its recommendations, which will take effect in a series of changes to be introduced from May.

**The key change at Tier 1 level – BOST or Basic Operational Sea Training – will be the introduction of a two-phase training package.**

From September this year all frigates and destroyers undertaking Operational Sea Training (OST) will come under the two-phase system, comprising a five-week training package broadly similar to the existing syllabus, followed by one week in a task group or task unit of at least two ships.

The Phase 2 group will operate for a prolonged period in a higher state of readiness, and be expected to react to random, unprogrammed threats – in effect, ships will train as they are meant to fight.

During this Phase 2 of OST, ships under training will be under the guidance of a FOST team for the duration of the group element.

But traditionalists will be pleased to hear that the Thursday War will remain as the culmination of the final stages of training.

On successful completion of Tier 1 training the unit will be

## Fleet-ing visit

THE NAVAL air wing's senior serving officer has paid his first visit to the spiritual home of the Fleet Air Arm in his new role.

Rear Admiral Adrian Johns spent a day at Yeovilton to meet air and ground crew and saw the work of flight safety and accident investigation teams.

The admiral, who took over as Rear Admiral Fleet Air Arm last autumn and is looking to re-invigorate interest in the aviation wing of the Senior Service, took time out from his tour of the FAA Museum to chat

to crews recently back from the front-line.

In particular, he talked with 815 NAS personnel who had recently served with HMS Chatham and Norfolk and 846 NAS just back from Operation Telic II in Iraq.

The squadron, which returned home after a seven-month tour of duty in December, is overhauling and 'regenerating' its Sea Kings after the punishment they took flying in desert conditions.

Finally, Sea Harrier crews had the chance to air their views on the force's impending move to RAF Cottesmore and Wittering.

Admiral Johns has since visited RNAS Culdrose and is due to see the work of HMS Gannet SAR flight next month.

## Invitation to get motorvated

DO THE Fast Motor Dinghy from HMS Dainty or the Ark Royal's Fast Motor Boat ring any bells?

If so, the British Military Powerboat Trust (BMPT) want to hear from you.

Any information – anecdotes, photos or models – which will enhance knowledge of the boats and their service histories would be invaluable, says BMPT's Richard Hellyer.

The two boats, along with Sea Plane Tender 1502, are under restoration and should be in the water later this year.

Further enlightenment on all classes of boats is needed, from MTB and MGB to Fairmile, Gay, Dark and SPT.

"We also have an RASC launch Humber, a Range safety launch and a whaleback 142," Richard Hellyer says.

"Our biggest restoration project will be the Motor Torpedo Boat 331, one of two in our collection, along with MTB71. MTB 331 is the subject of a Heritage Lottery Fund application, and will hopefully be restored within a two-year period."

The aims of the BMPT, based in the old Husbands Shipyard at Marchwood, Southampton, are to preserve the fast motor boats used by the wartime Services, and to ensure the sacrifices of their crews is not forgotten.

BMPT's lease at its present site expires at the end of September 2005, so it is actively seeking a new home.

"We are holding an open weekend on April 9 to 12 and hope to have a good selection of boats on the water as well as in the boatshed, along with a selection of military vehicles.

Contact Richard Hellyer on [boats@bmpt.org.uk](mailto:boats@bmpt.org.uk)

## Reservists entitled to free entry on Victory

ROYAL Naval Reservists ARE entitled to free entry to Nelson's flagship in Portsmouth Historic Dockyard, according to the man in charge.

Navy News published a letter in the February edition from Lt Katie Kitchen RNR, who complained of feeling like a second-class citizen when she was told that a discount only applied to regulars and not reservists.

"Why are the RNR again treated so shabbily?" asked Lt Kitchen, of HMS Wildfire at Northwood.

Not so, said Lt Cdr Frank Nowosielski, Commanding Officer of HMS Victory in replying to Lt Kitchen.

"May I first apologise for any embarrassment that you or your family endured during your unsuccessful attempt to purchase tickets for HMS Victory," wrote Lt Cdr Nowosielski.

"Your visit has highlighted an error within my own system and the information held by the company that administers HMS Victory tickets.

"As an RNR you should have been allowed free entry to the ship on production of your ID card as for any other Service

person, and I can assure you that all parties now have a clear directive to this policy."

Lt Kitchen's family would normally have to pay the going rate – the RN decided in 1982, when charges were first introduced, that free access would not be extended to families of Service personnel.

But Victory's CO has invited the Kitchens to tour the ship for free to compensate for any embarrassment experienced.

## Special reserve

A LOTTERY grant has enabled the Fleet Air Arm Museum to open its reserve collection to the public for the first time in May.

Cobham Hall is a store of aircraft, artefacts and records which came into being in 2000.

But now, after hard work by museum staff, some 30 aircraft can be viewed on May 29, including a Supermarine 510, a Westland Dragonfly and the Hawker 1052 – the fighter that never was. Some have never been on display before.

Cobham Hall, situated close to the museum in Yeovilton and well signposted, can be visited for £3 adults, £1.50 children, and will be open again on July 25 and September 17.



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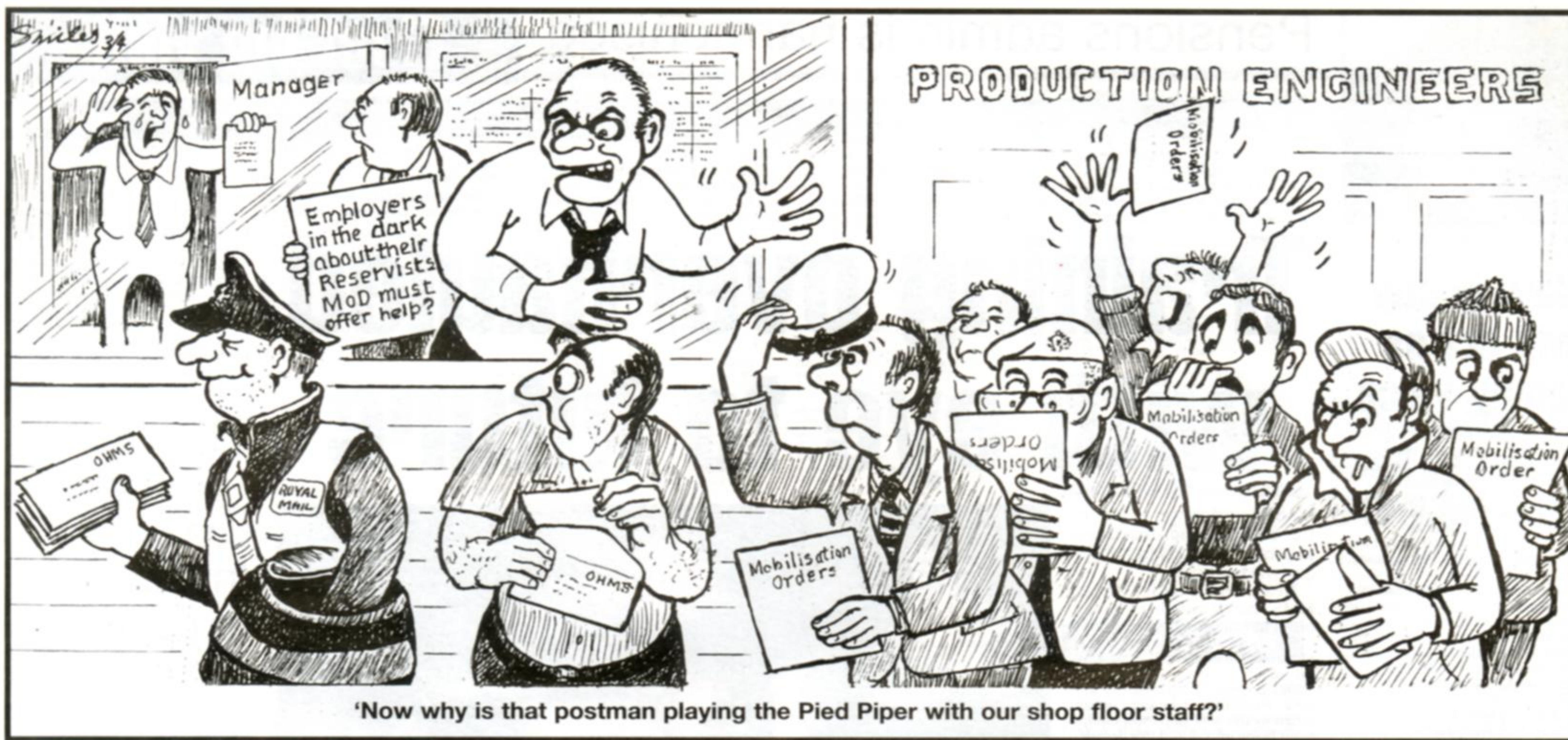
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## NEWSVIEW

### A real asset in any workplace

**T**HE MOD says it's not fair that employers should be kept in the dark about their employees' Reservist status – as the law stands at the moment, the Reservist is not obliged to inform his boss.

Clearly it is not fair that any employer should suddenly be deprived of part of his workforce at short notice for an unspecified length of time. But the employee might argue that to admit his Reservist status would have prejudiced his chances of employment in the first place.

So it is all the more important that a better understanding is made between the Ministry of Defence and employers, since recent events in Iraq have shown that our reliance on Reservists is crucial.

They serve alongside their Regular colleagues on more and more operations and are vital to our ability to expand our forces in times of crisis.

Reservists simply cannot carry out their increasingly important role – whether by training to the high standards of readiness required of them or in actually mobilising for duty – without the co-operation of their employers.

The latter should also be aware that there may actually be advantages in having a Reservist on the staff – the various skills and attributes of discipline, dedication and responsibility acquired through Reservist training can be a real asset in any workplace.

### Dentists fill a front line gap

**A**S the degree of the dearth of National Health dentists across the country was made clear last month, our older readers continued to write in praise of the dental care they had at the hands of Naval surgeons 60 and 70 years ago, so that they still retained many of their own teeth in their 90s.

We are very pleased for them – but the close attention the Navy once paid to their gnashers was not solely motivated by goodwill. Then, as now, the Fleet's ability to stay at the cutting edge of military efficiency in the front line owes much to the skills of the Navy's medical services as a whole.

Dentistry is a prosaic and so largely unsung element in the equation – but a nasty case of toothache is a severely debilitating disadvantage for any young sailor in a modern warship's operations room, where close concentration is a paramount requirement.

He or she can well do without that sort of distraction – and extraction is thankfully not the answer it used to be – in general practice well within living memory, when teeth were actually regarded as a nuisance by some people, best removed as soon as possible.

When our sailors go to sea for long periods, as they still do, for seven months or more at a time – and likely to return for another long sojourn away from home soon after, such is the demand on our ships these days – they need to be armoured with the very best dental care the taxpayer can buy. And that is what they get.

## Why no one notices the sea until it's –

### Yes, we have no bananas

**W**ITH at least half a dozen ships and hundreds of personnel at sea on any one day, Commodore Bob Thornton does not need reminding of the importance of the oceans.

But the Royal Fleet Auxiliary's most senior officer has been given the daunting task of getting that message across to the British people.

He has been chosen by senior officers to spearhead the Royal Navy's and RFA's input into a nationwide initiative to ensure every Briton understands the importance of the sea to everyday life.

Raising awareness of maritime trade and its impact on British life is one of the cornerstones of next year's events commemorating the 200th anniversary of Trafalgar.

But naval and maritime leaders want more than a 'one year wonder' to re-invigorate interest in the sea.

As First Sea Lord Admiral Sir Alan West pointed out in last month's *Navy News*, too few Britons realise the importance of the sea to the nation's livelihood – despite the fact that 95 per cent of the country's imports and exports move by sea.

The result is Sea Vision UK, an ongoing campaign determined to spread the maritime message.

From the RN and RFA's viewpoint there are slightly selfish motives in weighing in behind the initiative: the more people who know about the two fleets, the more will think about joining them.

But Cdre Thornton, as Commodore RFA in charge of the fleet of auxiliary vessels and the

organisation which supports them, says the ultimate goal is for people to appreciate the sea and Britain's navies – merchant and military – as they did in the past.

"Maritime trade is so important to our way of life, to our economy. Once you step away from a maritime environment it's very easy to forget the sea," he explained.

"Of course, the more we get the message across to Joe Public about maritime affairs, the more they will think about the RN and RFA."

Despite the startling growth in air travel in the past half century and the advent of the Channel Tunnel, more than 95 per cent of all UK imports and exports still go by sea.

"People don't realise that the bananas they see on the shelf at the supermarket have come through our ports," said Cdre Thornton.

"It's not that people don't know, more that they just don't think about it. You expect to see the shelves stocked when you go into a store. It's only if the supplies fail to arrive that you notice it."

Recent surveys have suggested the public knows little of what the Royal Navy does, and even less



● "It's only if the supplies fail to arrive that you notice it." – Cdre Bob Thornton, Commodore Royal Fleet Auxiliary

about the RFA's role. The auxiliary Navy's image is not helped by the fact that most of its work is done beyond Britain's shores, and port visits within the UK are often restricted by the size of RFA vessels or by the cargoes such as ammunition.

Trafalgar 200 will also be RFA 100; the Auxiliary Service celebrates its first centenary next year.

It's a watershed moment for the RFA, which is seeing a host of new ships entering service at the

moment, such as new tankers like Wave Knight and the Bay class amphibious vessels replacing the venerable Knights of the Round Table.

"I don't believe people know the distinction between the RFA and the RN. Ninety-nine per cent of them just see a grey ship. They are not aware of the RFA or what we do," said the Commodore, who took up his post late last year.

Among the efforts he hopes to see his 2,300 men and women making are more port calls in the UK, talks and visits to colleges and the cementing of ties between ships and their affiliated towns.

He also believes the RN has something to learn from its smaller sister.

"There's a lot of cross-pollination between the two fleets, a flow of personnel. I also hope to use the Services' recruiting offices to promote the RFA and find new sailors. At present, we rely on traditional methods of recruiting such as careers fairs."

● **NEW WAVE:** Drugbuster RFA tanker Wave Knight (see page 4)





## Ranger claims warship record

ONE of the Navy's smallest ships is claiming a big record.

Archer-class patrol boat HMS Ranger is due to return to the UK early this month, and her new Commanding Officer believes that she will do so holding the record for an RN warship away from UK waters while in continuous commission.

Ranger, the 16th ship to bear the name in the Navy, was launched in 1988, and in 1991 joined HMS Trumpeter on passage to Gibraltar, where they formed the Gibraltar Squadron.

With the demise of the Hong Kong Squadron in 1997, they became the only RN warships based overseas until 2003, when the Cyprus Squadron was formed.

Trumpeter returned home last summer, and was allocated to the Bristol Universities RN Unit (URNU).

The pair have now been replaced in Gibraltar by the newly-commissioned HM ships Sabre and Scimitar – previously the Northern Ireland patrol vessels Grey Fox and Grey Wolf.

Ranger was due to be loaded on to a chartered German container vessel as *Navy News* went to press, ready for the week-long trip home.

And her 13-year absence from British waters makes her a record holder in modern times (the last century or so) according to her CO Lt Cdr James Parkin and the Naval Historical Branch.

It may even be an absolute record, as the likeliest challengers – gunboats on the Far East station in the days of the Empire – were thought unlikely to have been in continuous commission.

Ranger now becomes part of the 1st Patrol Boat Squadron, and has been allocated to Sussex URNU, which lost 'their' ship HMS Pursuer to the Cyprus Squadron last year.

## Tough course

STUDENTS from Burton College have been getting a taste for life in the Royal Navy during a visit to the West Country.

The students, from a Pre Emergency and Combined Services course, took a five-day Personal Development Course designed to develop leadership, decision-making and communications skills.

On the programme were a day at the Royal Marines Commando Training Centre at Lympstone (including assault course), damage control and sea survival training, and fitness work at HMS Raleigh, with ship visits in Devonport.

## Navy team helps monitor arms control initiatives

WHILE much attention in recent months has been focussed on Saddam Hussein's arsenal in Iraq, a group of RN personnel have been keeping a close eye on weapons slightly closer to home.

Within the tri-Service Joint Arms Control Implementation Group (JACIG), formed in 1990 in the wake of the collapse of the Soviet Union, is a handful of sailors and Royal Marines, one of whom is Master at Arms Phil Ramage.

JACIG's main task is to implement the UK's Arms Control commitments, which included the Conventional Forces in Europe Treaty, the Vienna Document 99 Treaty, the Chemical Weapons Convention and Anti-Personnel Land Mines Treaty.

This involves arms inspectors from JACIG travelling to former Warsaw Pact countries to carry out inspections to ensure that the treaties are being upheld, and escorting reciprocal inspections within the UK.

Phil has been with JACIG for 18 months and has several inspections and training missions behind the former Iron Curtain under his belt.

# Forces pay rises by at least 2.8 per cent



● **Dust-up at Faslane:** Commodore John Borley, Director Naval Base Clyde, tackles the dust along with some of the household staff on the base

## Clyde base comes clean

CLYDE Naval Base has been cleaning up its act with regards to accommodation for senior ratings.

In line with other bases around the country, senior rates can now get their rooms cleaned, their bins emptied and their beds made.

Director Naval Base Clyde, Commodore John Borley, officially unveiled the new service, provided by Babcock Naval Services Hotel Services – and showed some of the household staff how it is done.

"We are constantly striving to improve facilities here at the Clyde Naval Base and we are aware that quality of life is very important – if senior rates get their rooms cleaned elsewhere then they should expect to enjoy the same



RE-BALANCING LIVES

service here," said the Commodore.

In all, more than 500 petty officers, chief petty officers, warrant officers and senior Royal Marines NCOs live permanently on the base.

BASIC military pay is to rise by 2.8 per cent next month, and specialist pay rates are also set to increase.

The recommendations of the independent Armed Forces Pay Review Body (AFPRB) take such factors as recruitment, retention and motivation into account.

And the group's conclusion is that 2.8 per cent should hit the mark, with able rates on the lower band and ABs on Level 1 of the higher band receiving a 3.2 per cent rise.

Flying Pay, Submarine Pay and Diving Pay are increased by varying percentage rates, while the rates of Longer Separated Service Allowance and Longer Service at Sea Bonus are being increased by 3.2 per cent.

Food charges will rise by 2.4 per cent, and there will be a graduated rise in single living accommodation charges up to a maximum of 2.2 per cent.

Service Family Accommodation charges will rise between one per cent and 6.2 per cent.

The extra cost to the Defence budget is put at £196 million, which will be met within existing departmental expenditure limits.

Defence Secretary Geoff Hoon said: "This pay increase is thoroughly deserved. It has been an extremely busy year for the Armed Forces and I continue to be impressed by their professionalism, whatever the circumstances.

Speaking for the three Service chiefs, Gen Sir Michael Walker, Chief of the Defence Staff, said: "I am very pleased that the Government has recognised the exceptional contribution that the Armed Forces make."

The AFPRB will make separate recommendations for the pay of Medical and Dental Officers.

## Plans for dockyard

THE Navy's most important historical site will undergo a transformation as Portsmouth dockyard aims to bolster flagging visitor numbers.

Bosses of the site – home to HMS Victory, Warrior, Mary Rose, the RN Museum and Action Stations – say the historic dockyard must move with the times to keep up with other tourist attractions.

The dockyard prides itself as 'the South Coast's biggest visitor attraction', but last year saw just 325,000 people pay to view the historic ships and museums in the dockyard, while 100,000 more wandered the site for free without visiting the attractions.

Historic dockyard leaders blame a mix of weather, competition from other attractions and free entry to many national museums for 2003's disappointing figures.

The good news is that with commemorations of Trafalgar 200 and the return of the International Festival of the Sea next year, numbers could reach 500,000 again.

But historic dockyard chairman Caroline Williams and managing director Alison Alsbury said in the

## Royal date for Ton group

REPRESENTATIVES of the Ton Class Association (TCA) have presented a painting of HMS Bronington to her former Commanding Officer – TCA patron the Prince of Wales.

In presenting the oil painting, by TCA member and distinguished artist Tony Standish, chairman John Soanes recalled that 2004 marked the 50th anniversary of Bronington joining the Fleet and the 15th anniversary of the decision to preserve the ship, one of an extensive class of minesweepers and minehunters.

Prince Charles thanked the TCA, saying he recalled his time in charge of Bronington – he assumed command in February 1976 – with considerable affection.

short and long term, visitors would begin to notice major changes.

They said serious investment would be needed to realise some of the dreams such as building a new museum for Mary Rose and finding a permanent home for Victory's fore topsail from Trafalgar.

"We have something truly world class but we're not doing enough to make the most of what we have," said Ms Williams.

Ms Alsbury said: "We want to make the experience for visitors better – but we're not just a tourist attraction. We have a large educational role to play and we have the potential to be a world-class centre of education."

One of visitors' key gripes is that the yard fails to tell the story of hundreds of years of Naval base history continuously.

To aid this story-telling, actors recreating characters and activities from history will be used more.

Looking further ahead, bosses want to see the historic base designated a 'World Heritage Site'.

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● **MAA Phil Ramage (in beret) on an inspection in Belarus**

"This job is not like anything else I have done before, as the training in recognition of the weaponry and armour of the former Soviet Union and UK is not something the Navy does as an everyday task," said Phil.

"I had not even seen a British tank prior to joining JACIG, let alone a Russian T72."

But the training prepared Phil

not only to undertake missions on behalf of JACIG, but also as a guest inspector on the teams of other nations.

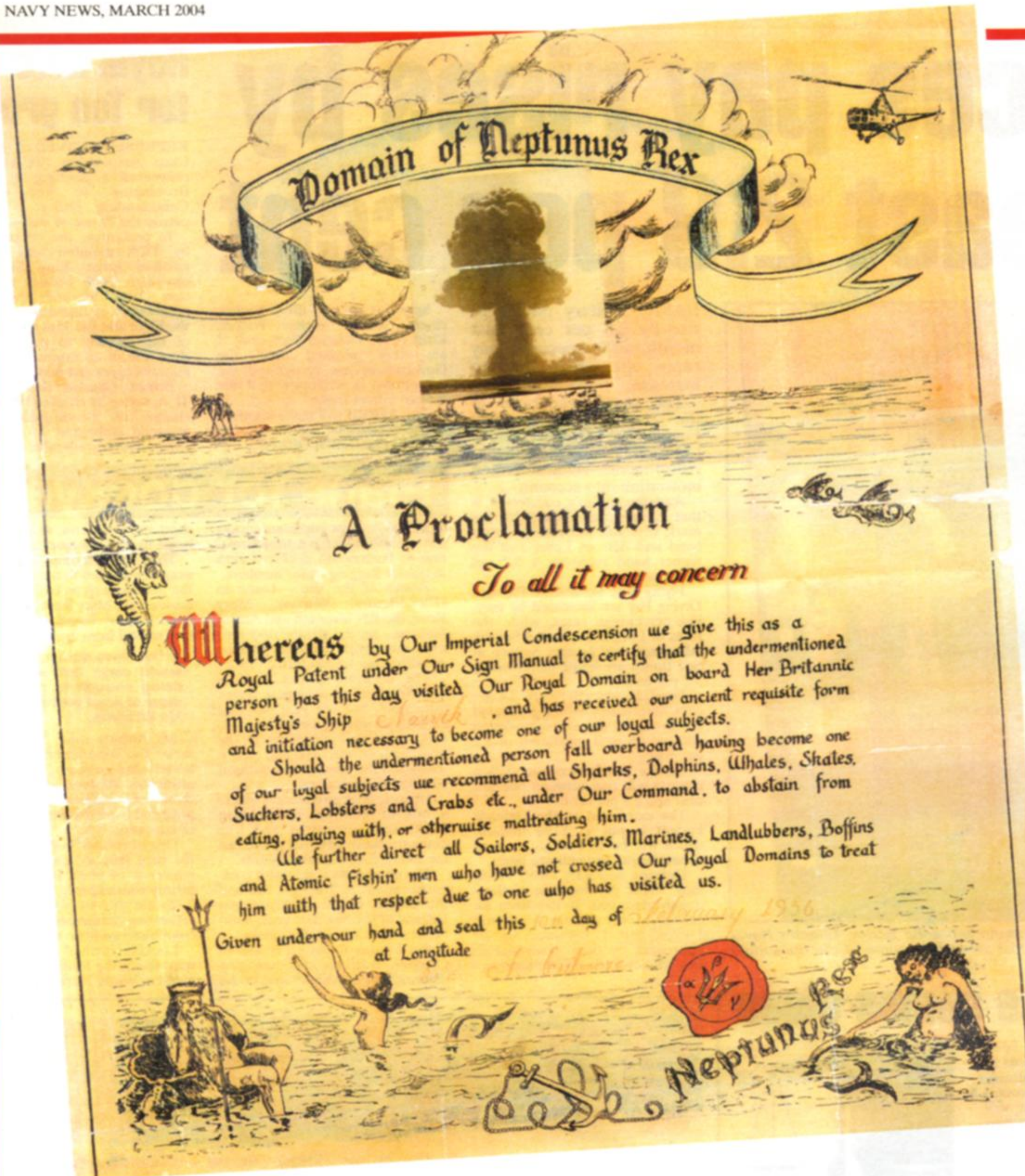
"I feel quite privileged to have visited places that a few years ago would have definitely been no-go areas for Servicemen, especially wearing uniform," he said.

"It is an unusual job, hard work but fun as well."

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**C**ROSSING the Line ceremonies are still ships of the Royal Navy – but the elaborately coloured certificates depicting Neptune (usually featuring plenty of mermaids, hairstyles of the time and not much else) had the same look a century and more ago.

Featured here is a small selection of those you sent in response to a request we issued last year. The ceremonies themselves have a long origin. In their earlier forms they were not even associated with the Equator, but were more in the nature of sacrifice to the gods when entering the unknown.

Straits and narrow passages, in addition to representing hitherto unexplored waters, held very real terrors for seamen. The purely physical hazards presented by strong and unrelenting gusts of wind, rocks and shoals.

Early records show that some form of ceremony was observed in areas such as the Straits of Gibraltar. Forfeit was paid by the individual, and there is a suggestion of human sacrifice in early Viking days.

Chaplain Teonge refers in his diary of 1675 to the ducking of men entering the Straits for the first time, or to pay one dollar in lieu.

The theory has, in fact, been advanced that the ducking was the main feature of modern ceremonies, is derived from the practice of a sacrificial victim into the sea in moments of peril.

By the old laws, the mariner did not remove his clothes from the end of the voyage and Captain Woods Rogers, referring to the ducking "when entering the Tropic" adds that this was to enable many "to recover the colour of their skins, which had become black and nasty."

This may be symbolised in the lathering and shaving of the head, now part of the proceedings, but there is no supporting evidence. It seems more probable that the lathering and shaving have grown up as part of the mummery associated with the ceremony.

In any case, it is clear that much of the traditional ceremony is distinguishable from the universal custom of "blooding" initiated by the result is probably a combination of this custom and the sacrifice of the original propitiatory offerings to the sea-god.

In the course of time both the Equator and the Arctic Circle have become scenes of traditional ceremonies, as marking the limits of the known world, and, to those who had not previously crossed them, the boundaries of the unknown.

The custom of paying forfeits, either in money or in kind, and the rigours of initiation, no longer obtains.

From left, anticlockwise, we have certificates issued by:

● HMS NARVIK 1956: issued to Tony Cutmore of Yeovil who witnessed the atomic test on the Monte Bello Islands (note the fingers in his ears!)

● HMS EXETER 1937: issued to Basil Trott of Cambridge who was part of the squadron led by Commodore Henry Harwood to the Graf Spee to battle off the River Plate (see page 31)

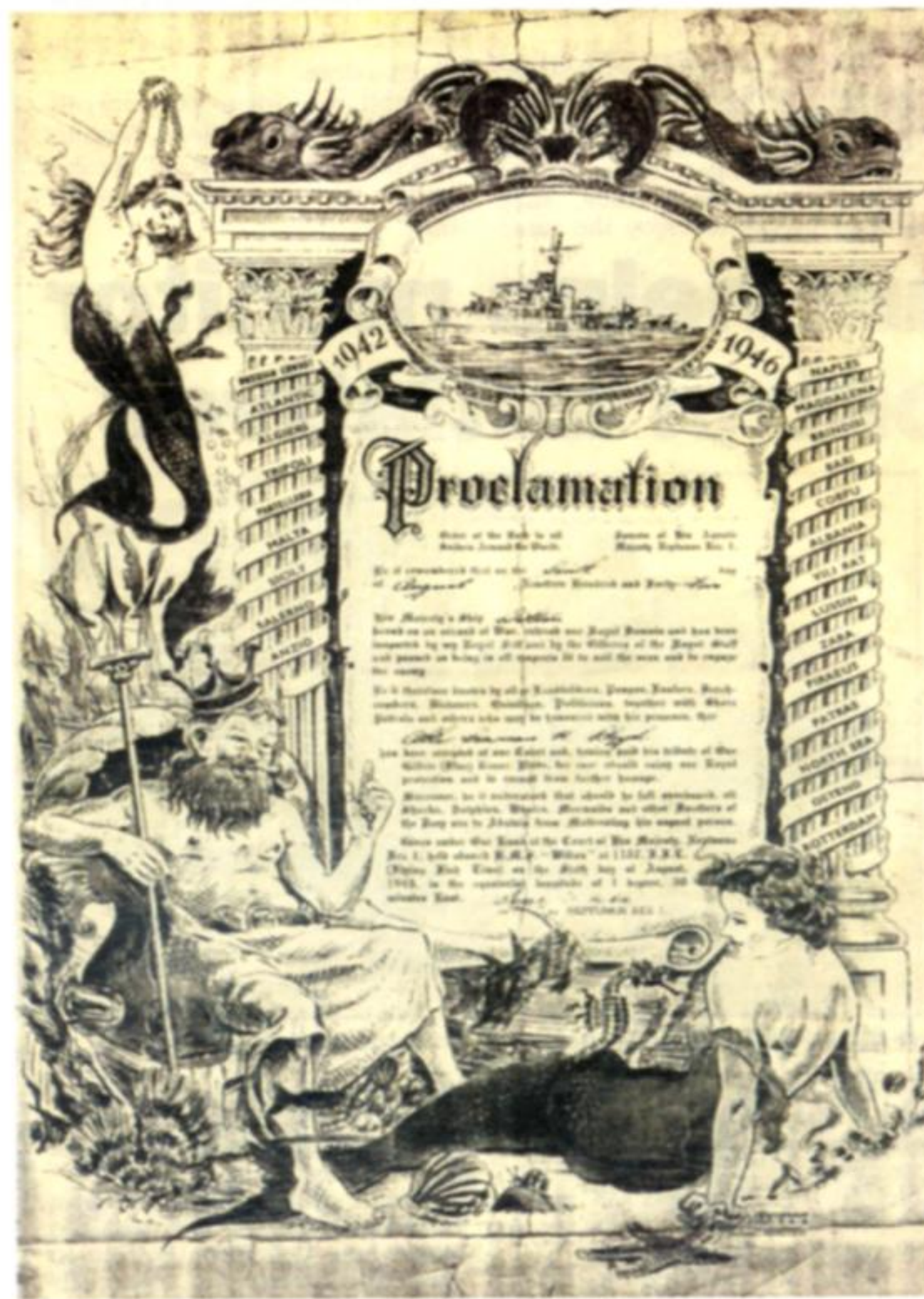
● HMS WILTON 1945: issued to Harry Lloyd of Liverpool who was in Simonstown, South Africa for refit. The destroyer was then moved on to the Far East – but the atom bomb had fallen the day Harry received his ducking ("after the twelfth time") and so she returned home to the UK

● HMS GLENROY 1945: issued to R. C. Wickins of Tunbridge Wells. The former liner converted as a troop carrier had gone to Singapore where women and children of Dutch nationals in Japanese hands were being held.

● HMS LYNX 1964: issued to Ron Windebank of Romford. The Leopard-Class frigate spent the whole of this year on the South America Station, steaming some 66,000 miles.

● HMS MALAYA 1942: issued to Dennis Turberfield of Birmingham on his 22nd birthday (note the octopus [Churchill] heads of Hitler, Mussolini and Tojo)

Our thanks to all the rest of you who sent in Crossing the Line certificates. They were all of an astonishingly high quality, but we cannot publish them all. We also have a number of 'Blue Nose' certificates crossing the Arctic Circle, but that's another story we may





# CROSSING THE LINE

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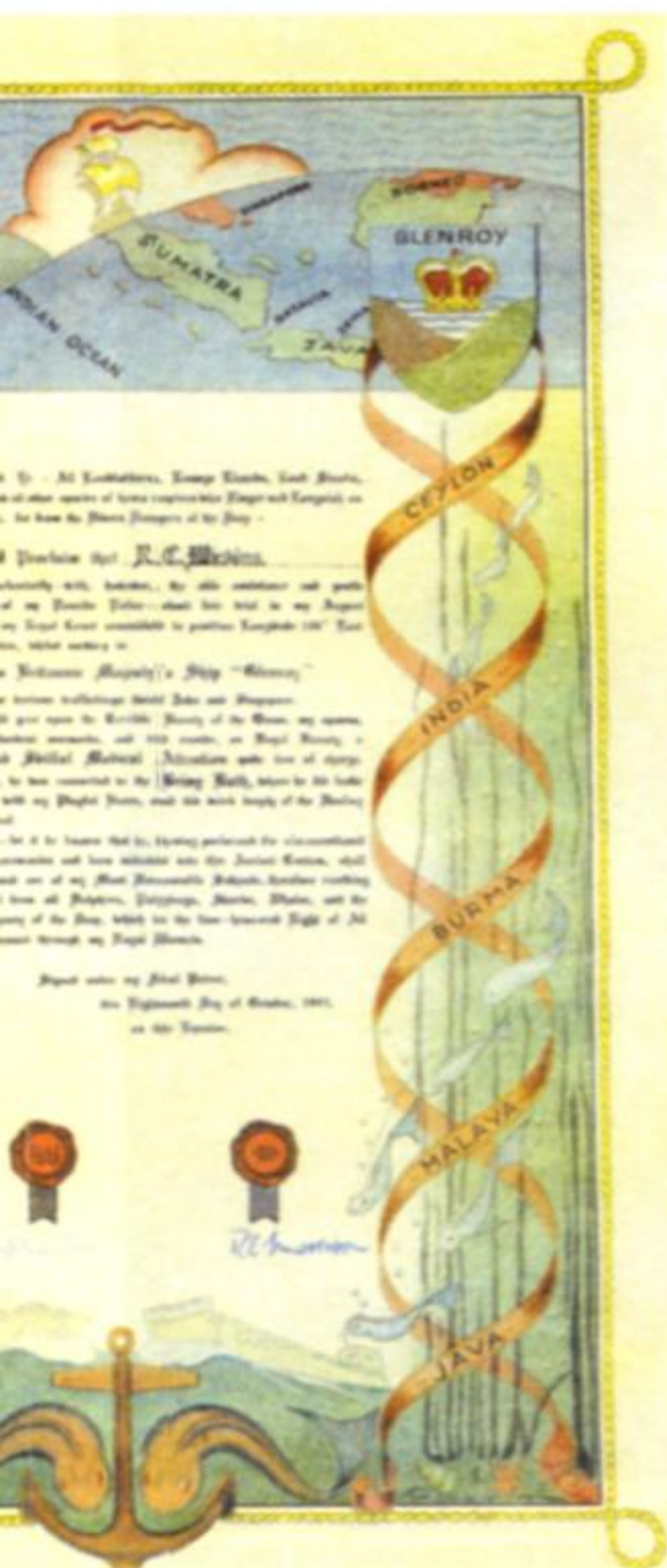
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● NEIL CRABTREE (ex LREM(Air) from Mold, Flintshire, N.Wales sent in this certificate (and accompanying photograph, below left) issued on board the intermediate fleet carrier HMS Centaur around 500 miles south of Sri Lanka on April 26, 1956.

"I've always thought it was very well drawn," he writes. "It remains one of my few proud possessions from those Navy days in the fifties and sixties."

Below: The Type 22 frigate HMS Campbelltown crossed the line on May 11, 2002. Her CO Capt Mark Sloan was first up for 'special treatment'. Sentenced to one pill, a haircut, shave and dunking, he is shown receiving the unwelcome ministrations of "beautician" CCMEA Dave Field before being thrown to 'The (don't care) Bears' in the pool.







## At Your Leisure

# 'Extraordinarily daring' painter who sailed with Cook



● William Hodges by George Dance, 1793

Sir David Attenborough calls him "the most unjustly neglected British painter of the 18th century".

So the National Maritime Museum's forthcoming first ever major retrospective exhibition of the work of landscape artist William Hodges (1744-97) would seem to be long overdue.

Why here, at the museum's Queen's House, rather than at the National Gallery, say, or the Royal Academy? Hodges' career as an artist took him to New Zealand, the South Pacific and India, travelling at different times with Captain Cook and the East India Company.

The exhibition, to be opened by Sir David and running from July 6 to November 21, includes portraits of Cook, whom Hodges accompanied on his second voyage (1772-75) aboard the Resolution, and the young Tahitian, Omai, who travelled back to England on the same voyage and was the subject of a much more famous study by Sir Joshua Reynolds.

It will show how Hodges' originality of style expanded the scope of British landscape painting to include subjects that reflected European exploration across the world.

Hodges' association with Cook is naturally a key theme of the exhibition and illustrates his links with the history of global maritime expansion. The subjects of his

paintings of Tahiti, New Zealand and the Pacific Islands were a revelation at the time for audiences in a Europe with no knowledge of the fascinating and unfamiliar scenes and cultures they portrayed.

The works also demonstrate his technical skill for painting *en plein air*, a technique that caused controversy when brought to the fore by the Impressionists 100 years later.

William Hodges was also the first professional landscape painter to visit India. He arrived in 1780 and spent over three years travelling the country. During his stay he was patronised by Warren Hastings, a key member of the East India Company and first Governor-General of India.

His *Select Views of India* was published in London, 1785-88, and consisted of 48 fine prints made from his original compositions.

Hodges was a central figure in spreading visual knowledge of the world in the greatest era of European geographical discovery the world has ever seen.

Dr Geoff Quilley, the Museum's Curator of Maritime Art said: "The exhibition of 56 key oil paintings will enable Hodges' work and association with Captain Cook to be seen and analysed in a completely new context."

"Many works have not been on display since Hodges' lifetime and this will be the first major exhibition covering his entire career, and showing the Cook and Indian works together for the first time."

"Hodges' bold, impressionistic handling of paint was extraordinarily daring for its time. His work



● Cook's ship HMS Resolution with HMS Adventure and fishing craft in Matavai Bay, Tahiti 1776. Adventure, commanded by Tobias Furneaux, became separated from Resolution in New Zealand, where some of her crew members were killed and eaten by Maoris. Cook (inset), fearing Furneaux must have done something to upset them, wrote in their defence: "I have always found them of a brave, noble, open and benevolent disposition, but they are a people who will never put up with an insult if they have an opportunity to resent it."

opened up new routes to understanding 18th century art and its importance to the expansion of empire - and with 'empire' at the centre of debates about the teaching of history and the national curriculum, Hodges' wonderful, overlooked paintings are more important than ever.

Despite exhibiting at the Royal Academy and being elected a member in 1787, Hodges died bankrupt. After the Duke of York perceived French Revolutionary sympathies in his final exhibition, it was closed down. Subsequently, Hodges gave up painting to set up a banking partnership - but this failed in the uncertain climate caused by the war and he died, possibly by suicide, in 1797.

Museum Director Roy Clare comments: "A strategic decision by the Museum in 2001 to create art galleries in the Queen's House has been rewarded by a succession of vivid exhibitions, each showcasing another rich aspect of our internationally significant art collection."

"At last, it is the turn of Hodges, in whose life Captain Cook is a prime figure. This exhibition is largely formed from the Museum's collections, which are pre-eminent in this subject and period."

"Hodges' paintings are exceptional in their field and Sir David Attenborough's engagement in the exhibition and accompanying conference are of great significance."

"We are immensely grateful to him for his inspiring support; to the Paul Mellon Centre for their sponsorship of our research; and to our private and international lenders from America and Australia, whose contributions to the exhibition will enhance our show and widen our knowledge of an extraordinarily gifted artist."

□ A preview of William Hodges 1744-1797: *The Art of Exploration* will be held at John Mitchell & Son's Bond Street Gallery from June 10-24. It includes "one of the most pleasant of all (Hodges') works", Pickersgill Harbour, New Zealand - a chart of which by Captain Cook remained in use by navigators until very recent times.



● Detail from View of the Monuments of Easter Island, 1775. The world's most isolated island was discovered by Jacob Roggeveen in 1722 and he was, like Cook, unsure as to the purpose of the "stupendous stone statues erected in different places along the coast". One theory was, and is, that they were erected to instil fear in would-be invaders. Note the red headpieces (Pukao) which Thor Heyerdahl thought referred to the mysterious redheaded race once reported on the island.

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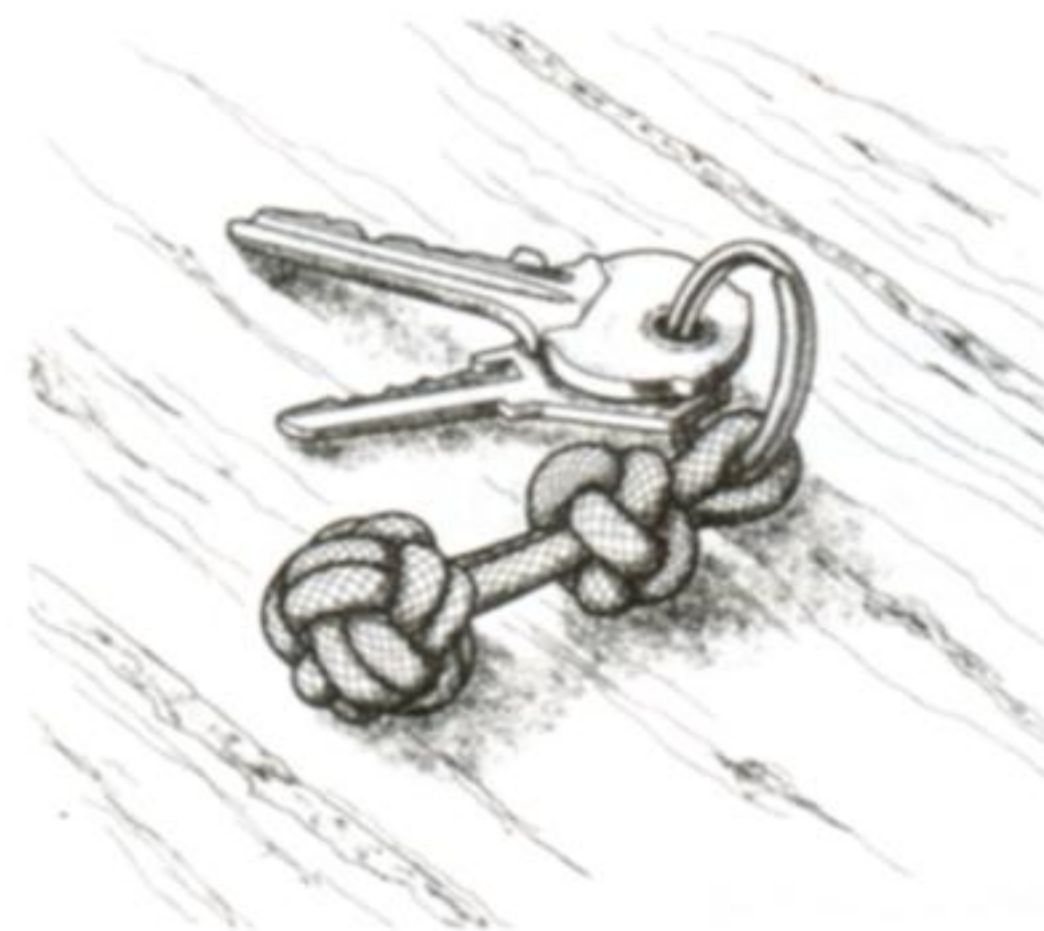
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# KEY TO SOME KNOTTY PROBLEMS

DES PAWSON's Knot Craft (Adlard Coles Nautical £10.99) offers 28 ropework projects from "the best known knot tyer alive today" - starting with this simple key ring based on the boatswain's whistle lanyard knot.



All you need are 800mm of 3mm line and a 25 or 30mm diameter split ring or key ring.

Fold the line in half, and holding the bight make the single version of the boatswain's whistle lanyard knot (a and b).

Tighten so as to leave just a small loop for the split ring, then make a second knot, but this time double it (a and c).

Work it up tight, leaving a small space between the single and double knots. Trim the ends with a knife and fit the split ring.

If you are using this as a zip

pull, advises Des, use either a smaller split ring (really small stainless steel split rings can be purchased from an angler's supply shop) or start by threading the line through the hole in the zip tag.

"The combination of the single and then the doubled boatswain's whistle lanyard knot has a simple beauty," the author writes.

"I must have made tens of thousands over the years and I am still satisfied each time I make one."

"With the addition of the appro-

priate fitting, a pair will make pretty earrings, green and red will give you port and starboard. Use 3mm for the big earring look, 2mm for a fine look, and if you really want to struggle, work with even smaller line.

"At the other end of the scale, tied in something like 6mm line you will have a basic bell rope."

Other projects include 'Turk's heads' for napkin rings, various boat's fenders, 'Monkey's fists' for light pull or door stop and even a cat-o-nine tails (which can double as a ditty bag lanyard).

All are illustrated by Ann Norman - also said to be the UK's only female rope maker.

She has written books on ply-splitting and braiding and one on the Tibetan twister - a device for spinning yak hair used by Tibetan nomads.

Des Pawson (below) has a worldwide following, teaching and demonstrating his skills at boat shows, festivals, museums and galleries at home and abroad. In 1982 he co-founded the International Guild of Knot Tyers.



ON JUNE 11 1940 Italian aircraft flew over Malta for the first of more than 3,000 bombing raids the island was to suffer during the longest siege in British history.

The day before, Mussolini had declared war on Britain, and in that moment the little island - slightly smaller than the Isle of Wight - became one of the most important strategic pieces of land in the world.

For nearly three years Malta held the key to the war in the Mediterranean and North Africa - a theatre where victory or defeat depended on which side would win the logistics battle.

Lying between Italy and Libya, Malta was the ideal place from which to attack Axis shipping lines supplying Italian and German forces in North Africa - and the role of the 10th Submarine Flotilla based there, which supplied the RN Submarine Service's single most celebrated pantheon of submarine 'aces', is paid due attention in **Fortress Malta** (Orion £20). This is a highly readable account by James Holland, who was fortunate to interview one of them at length, Capt Michael 'Tubby' Crawford - who had also been First Lieutenant to the greatest of them all, Lt Cdr David Wanklyn VC, DSO\*\*.

If Britain was to save Egypt, the Suez Canal and the Middle East oilfields from Nazi control, it was essential that the island be held at all costs. The Axis powers were equally determined to annihilate Malta and with the arrival of the Luftwaffe it soon became the most bombed place on Earth.

In two months alone - March

and April 1942 - more bombs fell on Malta than on London during the entire Blitz.

Convoys carrying precious supplies suffered appalling losses, but despite starvation and disease the islanders bravely held out. Such was their heroism that George VI took the inspired and unprecedented step of awarding the whole island the George Cross, the highest civilian award for valour.

Under such a determined onslaught, it seemed impossible that Malta would survive. One pilot commented that fighting over Malta made the Battle of Britain "look like child's play".

Yet not only did they hang on by the skin of their teeth, their torpedo bombers and submarines continued to sink critical amounts of supplies to Rommel in North Africa, making one of the most telling contributions to the Allied victory in the Western desert.

David Wragg likewise makes full use of first hand accounts while skilfully explaining the strategic situation in his own account of **Malta: The Last Great Siege** (Pen & Sword £19.95).

He pays special attention to the supreme naval effort to run convoys through with essential supplies, not just of war material and oil but also of food for the starving population. By the summer of 1942, in fact, Malta was close to surrender and the Pedestal Convoy of August that year was literally her last chance of survival.

In **The Ohio & Malta** (Pen &

# Naval side to the last great siege

Sword £19.95) Michael Pearson tells the story of the legendary tanker that refused to die.

On entering the Mediterranean the convoy was subjected to prolonged ferocious air and submarine attacks and suffered terrific losses both in warship escorts and merchantmen.

Ohio, being the only tanker, was marked for particular attention, and during the course of her voyage suffered a direct hit from a torpedo, direct bomb hits and was struck by two Luftwaffe aircraft shot down while attacking her.

This is a fitting tribute to a vessel that has a genuine claim to have had a real influence on the course of World War II. It is the first in-depth study of the American-built ship that came to symbolise the miraculous relief effort.

● **LIGHT RELIEF: The Whizz-Bangs travelling cabaret show provided a much-needed morale booster for Service establishments on the besieged island**



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# NoticeBoard

## Deaths

**Mne Thomas Bond RM**, January 18.  
**Tony Clarke RM**, 42 Cdo, January.  
**Lt Cdr M R Peacock**, February 6.  
**LRO (T) Trevor Carlon**, DNR, February 7.

**Cdr Frank Watton**, Served on Teredo, Tactician and Other as Mechanician in HM Submarines. Joined RN as stoker, rose to Commander Engineer Royal Australian Navy, January.

**Cdr T A Q Griffiths**, First CO of Edderton 1954/55. Member of Ton Class Association. December 12, aged 79.  
**Cdr William Clark**, BoyTel HMS Caledonia 1938. January, aged 81.

**Lt Cdr G Craven**, First Battle of Narvic (Intrepid); survivor Cossack rescue of 299 men from the Almark; at sinking of the Bismarck.

**Ray Smith**, Fleet Chief (ME Branch). Served on HMS Penelope, Owen, Royal Arthur before joining Sultan of Oman's Navy as Training Officer. Aged 72.

**John Lockwood**, Chief ERA. Served 1948-72. Ships included: Virago, Aisne, Chieftain, Albion, Bermuda, Enterprise, Ark Royal, Pellew, Cavalier. January, aged 71.

**Peter 'Dinger/Daisy' Bell**, Served 1936-66. Ships included: Duckworth, Loch Quoich, Spurn Point, Reclaim, Albion, Walrus, Diamond and Hermes. February 4, aged 83.

**CPO Ck Charlie McHardie**, Served 1949-71. Ships included: Ceres, Jupiter, Bigbury Bay, Blackwood, Albion, Ark Royal, Hermes, Lochinvar, Sanderling, Condor, Fulmar, Bellepheron, Ganges, Drake, Victory and Cochrane. January 5, aged 71.

**CPO John Lyon**, Chief on HMS Preston/Moxton/Santon. January 31, aged 66.

**Richard Saxon (Sax) French**, CPO Writer. Ships included: Swiftsure, Superb, Bermuda, Forth, Ulster, Loch Fada, Troubridge, Royal Yacht, Calliope, Woolwich, October 24.

**Arthur 'Monty' Moncrieff**, Senior Dental Technician. Served 1941-46. Survivor HMS Hecla. Other ships: Pioneer, Vanguard, Implacable.

**L/Stkr William Nuttall**, Served in HMS Caesar, with the 6th Destroyer Flotilla 1944-46 in Arctic, Home and Far Eastern waters. January 7, aged 80 plus.

**Kevin Tranter**, Leading Cook. Served 1974-87, Amazon and Ajax and Canberra during Falklands conflict. Also served in RNAS Falkland as Captain's chef. January 17.

**David William Smith**, Marine Engineering Artificer (H) 1st class. Ships included: Drake, Eagle, Meon, Goldcrest, Adamant, Orion, St Bride's Bay, Thunderer, Tiger, Fingard, Mull of Kintyre, Undaunted, Daedalus, Victory, Collingwood, KD Malaya and Terror. December 30, aged 71.

**R J (Reg) Ridgway**, Stkr/Mechanic. Served 1949-56. Ships: Wizard, Orion and Daring first commission (1952-55). January 6, aged 72.

**Nelson Rose**, Radar Operator. Served in HMS Cavalier in Arctic, Home and Far Eastern waters with the 6th Destroyer Flotilla 1944-46. Late 70s.

**Dave Clack**, Member of the Aircraft Handlers Association. Served in the RN's Aircraft Handler Branch between 1953-75. January 17.

**Harry Shenton**, HMS Renown Assn. January 16, aged 87.

**Leslie Gurney**, HMS Renown Assn. January 18, aged 85.

**Bill Nobbs**, Ex HMS Opportune WWII. January 22.

**Burnard Wilkins**, National Service stoker, HMS Howe and Nautical Club. January 11.

**Leslie Parrack**, AB. Served 1947-49. Ships included: Royal Arthur, Goslin, Victory, Drake, Vernon, Loch Fada, Adamant. January 3, aged 75.

**Alan 'Slim' Penman**, Aircraft engineer, RFAA. Served 1952-72. Ships included: Ark Royal, Illustrious, Hermes. January 8, aged 68.

**Frank Bishop; Doug Bramma**, HMS Morecambe Bay Association.

**Dennis J Warner**, Served on board HMS Onslow, 17th Destroyer Flotilla Association. January 25.

**Leslie Stickland**, Member Essex Branch, Submariners Association. One of few survivors of 1950 HMS Truculent disaster. January 23.

**Rod Ford**, AB. Ships included: Saumarez, 26th Destroyer Flotilla. January 24, aged 78.

**Fred Stone**, Ships included: Peacock, Dolphin and Vanguard. Member of HMS Bruce Association. January 27, aged 72.

**Neil Wiggins**, Clearance diver. Served 1972-84. Lead diver in raising of Holland 1. Rewarded for bravery, including OCB, for saving lives of three colleagues in post-RN career as diver on oil platforms. December 2003, aged 47.

**Mick Ash** (1st Commission); **Ron Morris** (Yangtze Veteran); **Mike Sullivan** (Korean Veteran); **Jack Chadwick** (Korean Veteran). All members of HMS Consort Assn.

**William Harrison**, Boy Seaman 1937 HMS Caledonia. Other ships: Iron Duke, Hawkins, Leeds, Aristocrat, Comus, Collingwood, Indefatigable. Member Majestic Caledonia Boy's Association. January 25, aged 82.

**Bertram Walker**, Stoker PO. Served on HMS Eskimo, HMS Lauderdale. January 9.

**Roy Beresford**, Member of Amethyst Association. November 2003.

**Eddie Heaton**, Served on Stalker, Cleopatra and Inefatigable. Member of Burma star association. December 27, aged 78.

**Kenneth Coleman**, Royal Marine. Served throughout WWII. January 31, aged 83.

**Don Sanderson**, served on Trump 1942-46. Member Blackpool and Fylde Submariners Association. November 9, aged 78.

**Derek Finch**, LRO. Served 1952-62. Ships included: Ganges, Glory, Crossbow, Whirlwind, Vidal, Adamant and Highflyer. February 9, aged 67.

**Jack Morgan**, AB, HMS Ganges 1946. January 26.

**Brian 'Paddy' Howlett**, Ships included: Termagant, Orion, Bermuda, Cambridge, Sea Eagle, Woodbridge Haven and Triumph. February 5, aged 64.

**T Marshall**, Cockatrice. January 3.

**John Middleton**, Algerine Orestes. February 3.

**Trevor Daniel**, AB. Served HMS Belfast 1945-46. February 13.

**Leslie Armitage**, AB Gunner. Ships included: HMS Martin and HMS Woodcock. Took part in Russian convoys, awarded Soviet medal. February 14, aged 81.

**Bernard Allkins**, The first Aircraft Handler, transferring into the branch on its inception in 1945, serving in it until 1953. February 10.

### ROYAL NAVAL ASSOCIATION

**Charlene Haines**, Rockingham and District. Wife of chairman, Ted. January 7, aged 64.

**Peter Pattinson**, Falmouth, aged 81.

**Harry Cooper**, Pearl Hope. Beccles. F Standen, Sidcup. Served 1942-46. Ships included: Pembroke, Victory. Aged 81.

**Gordon Donaldson**, Hastings. Ex Ton Class. January 12, aged 60.

**Arthur Adams**, Camberley. Ships: Cyclops, Renown, Caria, Vulcan. Mentioned in despatches three times. Former RN weller weight champion. 26 January. Aged 100.

**Ron Bourne**, Lincoln. Served aboard HMS Kelly. January 23, aged 83.

**Wally Smith**, Brentwood. Served aboard Eggesford and Tetcot, awarded eight medals in WWII. January 14.

**Joe Rennell**, Taunton. Ships: Renown, Wrangler, Tyne (Korea), Sheffield. November 03.

**David Braybrook**, Herts. Ships: Punjabi, Bicester. Lookout. January 25, aged 81.

**Frazer Nash**, Uxbridge. Served 1949-57, included Korea and submarines.

**Donald MacLeod**, Inverness City. Ships included: Norfolk, Highflyer, Cumberland, Scorch, Seraph.

**Douglas Bailey**, Stoke-on-Trent (Vice Chairman). Ex wartime Wireless operator/Gunner. January 27.

**Frank Pewter**, Colchester. Retired Lt Cdr RNR. Aged 93.

**Victor Ellis**, Nuneaton. Served 1948-50. January 30, aged 73.

**Jack Cooper**, Peterborough. Served: HMS

Peacock.  
**Robert Sharman**, Peterborough. Served WWII. Awarded DSM.

### ASSOCIATION OF RN OFFICERS

**Cdr D G F Bird**, Ships included: Danae, Wolfhound, Duncan, Birmingham, Vernon, Duke of York, President and Rooke.

**Lt Cdr H A Border**, Ships included: Farndale, Lanka, Ausonia, Pembroke, Vernon and Reclaim.

**Capt C J T Chamberlen**, Ships included: Venus, Terror, St Brides Bay, Naiad, Britannia, Dryad and Saker.

**Capt R L Clode**, Ships included: Exeter, Galatea, Malcolm, Kenya, Vernon, President, Ariel, Newcastle and Ark Royal.

**Rear Admiral L D Dymoke**, Ships included: Kenya, Dido, President, Pembroke, Tiger, Sultan and Victory.

**Cdr J R S Engledue**, Ships included: Malaya, Barham, Cornwall, Jervis, Royal Arthur, Eland, King Alfred, Diadem, Ceres, Merlin, Sea Eagle, Tyne, Gannet, Dolphin and Daedalus.

**Capt H St John Fancourt**, Ships included: Royal Oak, Worcester, Commonwealth, Renown, Courageous, Furious, Sparrowhawk, Unicorn, President, Victory and Neptune.

**Lt Cdr J T Fetherston-Dilke**, Ships included: Lanka, Stork, Mermaid, President, Armada, Victory and Triad.

**Lt Cdr J L M Joly**, Ships included: Ilex, Whitehead, Hopetoun, Kenya and Troubridge.

**Lt Cdr M J Kinch**, Ships included: Ariel, Sanderling, Heron, Seahawk and Daedalus.

**Lt Cdr C J Mintram**, Ships included: Merlin, President, Lonsdale and Ariel.

**Maj H Orpen RM**.

**Capt A G Smalley**, Ships included: Hood, Delight, Renown, Saker, Saumarez, Birmingham, President, Helmsdale, Phoenixia, Osprey and Rooke.

**S/Lt F Sykes**, Served on Pursuer and Slinger.

**Capt W J M Teale**, Ships included: Himalaya, Finisterre, President, Newcastle, Terror and Excellent.

### SUBMARINERS ASSOCIATION

**Ron Dance**, ERA Exeter Branch. Service 1945-51. Served in: Thule, Truncheon, Sidon. Aged 79.

**Sam Harman**, CRS Portsmouth Branch. Service 1948-73. Served in: Token, Sentinel, Trump, Tally-Ho, Seraph, Seadevil, Tudor, Tiptoe, Otus, Onyx. Aged 74.

**Eric Fulford**, AB LTO Mid Bromley Branch. Served in: Porpoise (Mentioned in dispatches), Tally-Ho (Awarded DSM). Aged 85.

**Franklin Askew**, AB LTO Poole and District Branch. Served in: Otway P222, Trident,

Tradewind, Truant.  
**Syd Beck**, AB ST Birmingham Branch. Service 1944-47. Served in: Trusty, Alfray, Springer, Tantalus. Aged 77.

**A MacKinnon**, AB ST Birmingham Branch. Service 1948-51. Served in: Aeneas. Aged 75.

**Frank Watton**, Ch Mech (Cdr RAN) Portsmouth Branch. Served in: Teredo, Explorer, Skipjack. Aged 76.

**Harry Barker**, L/Sea LTO Essex Branch. Served in: Vitality, Venturer P552 Auriga. Aged 84.

**Ken Hargrave**, PO UW1 Welsh Branch. Served in: Artemis, Amphion, Thule, Tireless.

**Jim Davies**, L/Sea Bath Branch. Service 1947-54. Served in: Alliance, Totem, Scorch, Seascout. Aged 75.

## Appointments

**Cdre K J Borley** to be Flag Officer Training and Recruiting/Chief Executive Naval Recruiting and Training Agency and to be promoted Rear Admiral in October.

**Cdre D J Cooke** to be Deputy Commander Naval Striking and Support Forces Southern Europe and to be promoted Rear Admiral on 20 July 04.

## Swap drafts

**LA (AH) Etherington**: Drafted to HMS Ocean, Devonport, May 04. Swap for HMS Illustrious, Portsmouth.

**OM Short**: Drafted to HMS Blyth. Swap for Pompey Base, single role minehunter. Contact 01202 621391.

**LCH Pierce**: Drafted to HMS Gloucester. Swap for any Devonport Type 23, deploying or not. Contact HMS Gloucester.

**Ratings seeking to swap drafts must meet the requirements of BR14, article 0506. In particular, they should be on or due the same kind of service - sea or shore; have time to serve in their current draft; be the same rate; and be of similar experience. All applications must be made on Form C240 to NDD, Centurion Building.**

## Sports lottery

**January 3**: £5,000 — **Lt L Brazier**, HMS Heron; £1,500 — **OM D Park**, HMS Collingwood; £500 — **Lt M Brosnan**, HMS Nelson.

**January 10**: £5,000 — **Std Z Brennan**, HMS Ark Royal; £1,500 — **WO D Hollier**, HMS Seahawk; £500 — **C/Sgt M Ellis**, RM Poole.

**January 17**: £5,000 — **Cpl R Gamblen**, HMS Heron; £1,500 — **MEM A White**, HMS Cumberland; £500 — **Mne J Goddard**, CTCRM.

**January 24**: £5,000 — **AEM M Benfield**, HMS Sultan; £1,500 — **MEM D Walker**, HMS Superb; £500 — **Cpl R Bowen** — FOTR.

**January 31**: £5,000 — **CH S Fisher**, 801 NAS; £1,500 — **MEM N Greaves**, HMS Argyll; £500 — **PO(MA) S Milner**, Cdo Log Reg.

## Southwark lined up for D-Day parade

THE Royal British Legion's Metropolitan Region is holding a parade in London on June 6 to commemorate the 60th anniversary of D-Day.

Open to all ex-Servicemen's organisations, the parade will form up in Harper Road, SE1 at 14.00 for the short march to Southwark Cathedral.

A service will be held there at 3pm and standard bearers are welcome.

Leading the parade will be the Windsor and Eton Sea Cadet Band.

Further details from Stan Heath on 01784 255006, fax 01784 420578.

Major events are also planned in Portsmouth and the RN past and present will be represented at ceremonies in Normandy.

## PO DARYL LAMBERT died 3/01/04

Caroline and all the family would like to thank all Daryl's colleagues from HM Naval Base Faslane and HM Devonport for attending his funeral in January.

Special thanks also for all the kind cards and letters received.

*A very special person who will be loved and missed always.*

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## THE TIME OF YOUR LIVES

NAVY NEWS looks back through its pages to recall some of the March headlines of past decades...



● Change of scenery for HMS Endurance as she trades Antarctic ice for the warmer waters of a South American canal

### 40 years ago

THE keel of the Resolution — Britain's first Polaris ballistic-missile nuclear submarine — was laid down at the Barrow-in-Furness shipyard of Vickers Armstrong (Ships).

On completion, the vessel was to carry 16 Polaris missiles and six 21-inch torpedo tubes.

Based on the design of the nuclear-powered attack submarine Valiant, Resolution (with a displacement of 7,000 tons) was scheduled to be the largest submarine ever built in Britain.

### 30 years ago

HMS Endurance was steaming through the Patagonian canals in Southern Chile.

The narrow channels, dense rain forest and numerous waterfalls she encountered en route to Valparaiso made a welcome change from the treeless scenery of the Falklands and South Georgia.

Navy News noted: "Even the spectacular wild white wastes of Antarctica eventually leave the Navy's ice patrol ship longing for green places again..."

### 20 years ago

A NUMBER of ships, some of which had been recommissioned or retained because of the Falklands conflict and commitment, were due to pay off from RN service within the following few weeks.

Largest was the County class HMS Antrim, in which Chile had expressed an interest.

Other ships due to depart service soon afterwards were the trials ship HMS Londonderry and the Rothesay class HMS Falmouth.

Submissions for next month's Noticeboard must be received before March 16



Drafty



# Seeking a cure

THIS month's Drafty article looks at some of the current medical branch issues which are impacting upon the way we do our business.

However, just because an issue is not mentioned here doesn't mean that it isn't considered important, it is merely due to the limitation of space.

I would like to start with the most challenging first, and it should come as no surprise that this is submarine medical manning.

## Medical Assistants (SM)

The medical branch has struggled to maintain sufficient numbers within the Submarine Service for the past 30 years, with some years being better than others, but always with fewer numbers than required.

During the past few years, we have managed to meet the manning requirement at sea only with the support of those within the programme.

Many MASMIs and MASM2s have volunteered to extend or been compulsorily

extended in their sea billets due to a lack of a medically fit, trained relief being available.

The reducing number of MASM2s has been acknowledged at the highest levels within Senior Management and priority afforded to identifying solutions.

Medical or welfare downgrading, PVR and requests to return to General Service are all indicative of a problem which, although clearly identified, needs to be solved.

Cdr Steve Jackson, Branch Manager (Medical) has met as many MASMs as possible during his visits to Devonport and Faslane during the early part of 2004, to gain first hand insight into underlying problems.

Meanwhile, volunteers are sought from General Service MA/LMA/POMAs to train as MASMs.

Full training will be provided to successful applicants (subject to medical fitness for service in submarines) who will be eligible for the financial incentives including the £5,000 (taxable) "Golden Hello" (on achieving OPS as a submariner) and incremental submarine pay, starting at £9.80 per day on award of submarine dolphins, rising to £17.72 at Level 4 (it has been agreed that 50 per cent of time spent on the Trained Strength will count towards these increments).

Applications for manning clearance should be made iaw BR8748 Article 0302, and further details are available from the Medical Branch Manager on 9380 27515.

## Commando Medical Assistant (MA)

For the first time in many years, MA manning within the Royal Marines is gaining strength year on year.

This is mainly due to the introduction of the Royal Marine Medical Assistant (RMMA) which has seen a steady flow of Royal Marines undergoing MA training and working within the Corps (previously eight training places per year, and this has been doubled to 16 per year from 2004).

There is no shortage of volunteers to become RMMAAs, and Royal Navy MA volunteers to undertake full Commando training will always be very much welcomed.

## Medical Assistants (General Service).

The pace of change within the Medical



'We'd better keep taking the tablets!'

Assistant employment arena is just as challenging.

There are shortages at LMA, POMA and CPOMA, which have resulted in many Local Acting promotions.

This has been due to the small numbers of LMA and POMAs who are recommended for promotion and fully qualified (this situation is being addressed by the recently formed Medical Branch Specialisation Management Advisory Group (SMAG) and a way forward is currently under consideration).

As a branch, we need to recognise and accept that we are placing relatively inexperienced individuals into challenging and demanding posts and that they need to be supported and mentored through the settling-in period.

This period of time will vary depending on the complexity of the post and the ability of the individual.

It should be noted that from next year, Local Acting rate will only be given to those who have completed their relevant Command Course (LRCC/SRCC). DCI RN 137/03 refers.

The message is clear, you don't have to wait until selection before you complete

your Command/ Professional courses.

By volunteering for short notice replacement and late availability courses, you should be able to get them under your belt at the earliest opportunity and this will place you in the best possible situation for both selective and Local Acting promotion.

Supplementary selection boards for promotion to LMA and POMA are actively being pursued and awaiting authorisation.

As the substantive promotion situation improves at LMA/POMA level, it is likely that the authorised number of selections for promotion to CPOMA will be increased.

Finally, there is a rumour spreading throughout the branch that Practice Nurses will be replacing M's at sea. That is not the case.

There is currently a trial taking place onboard HMS Invincible with a Practice Nursing Officer enhancing the medical team.

Should this prove successful, then any move to take this forward would only be in the larger ships, and in addition to current MA billets, not in the place thereof.

## Attention to detail

APRIL is approaching, and as Leading Hands start to come into your squads WMO's request ships revisit their schemes of compliment and arrange to move your people up the bed as they qualify for the next higher rate.

Giving you a true reflection of your teams abilities this has two actions; first, ensures the correct trained personnel for the correct jobs, and second, it ensures you vacate the most junior billets to allow Drafty to supply a new trainee.

As you receive the new draft orders for LH please make prompt contact with your respective WMO to arrange TEMs.

When booking TEMs please ensure that you forecast ahead to avoid disappointment for the more rare or longer courses. WMOs are actively booking now to make sure your people join you ready for sea service.

In Portsmouth, Theseus Division is now the name of the Divisional Officers within the Personnel centre.

They are your partners ashore for landed squad divisional matters. They will support you and need to be contacted direct and in person where a potential case arises so they can help you effectively. Lt Young and WO Towers are waiting for your call.

Annual promotion reports for landed personnel can be compiled using the general work report proforma obtainable from the local shore employer. WMO teams can assist in putting Divisional Officers in touch with employers direct in

time for this information to be supplied to them for the RORRS 3.

WMO Portsmouth welcomes the arrival of the Waterfront PTI this month. Initially located in the Sail Loft, he is your PTI's main POC for matters such as AT and RNFT. Coupled with an uplift in facilities in the gym, he will start a programme of contacting ships shortly.

C240 and C230 applications for all those in the squad system should be directed to your local WMO for action, apart from those for non-Topmast lines which should be directed to the respective desk within CND.

Please append a date for which you are prepared to allow the request to be actioned for the WMO.

Divisional officers: if you have a person being landed and will conduct LRCC please ensure they are in possession of the respective signed 4 part documentation. Proving that they are ready in all respects, failure to produce this on arrival will mean removal from course.

When you are landed for harmony time in your base port WMOs ask that you always ensure that you have a plan and relevant documentation to facilitate your time ashore.

If you are leaving the service please read in detail the instructions on the back of your managed move. Make sure your EWO has been informed of your requirements for EVTs well in advance of landing.

Help us to help you.

D4	Submarine/Supply/Medical/Drafting Cdr and WO Appointer	Cdr John Edge	2381
AD4	D4 Office Manager	CPOWTR Kim Thistlewaite	2517
D4C	Medical/Nursing/Dental/Family Services Drafting Officer	Lt Cdr John Gerrell	2570
D4C1	Medical/Nursing/Dental/Family Services Drafting Senior Rate	POMA Whisky Walker	2339

Sport



# Winter sport lovers whip up a ski sundae



● (Above) A racer in action during the Super G race at Les Menuires and (left) the look of expectation in the eyes of novices about to set off in a snow flurry on the novice ski and snowboard race.

Pictures: Chris Brick, HMS Sultan

RECORD-breaking numbers of sailors and green berets headed to the French Alps this year for the RN's 'winter olympics' – the ski and snowboard championships.

More than 1,400 serving and reserve personnel descended on the resort of Les Menuires for the RN Winter Sports Association contest.

Overall champions of the event were Sergeant Ross Barbour RM and CPO(PT) Carol Strong, who both defended their titles, while the snowboard winners were Hamlyn Terry and Michelle Bond.

The blue-ribbon event – the command super giant slalom – was won by the Royal Marines team of Barbour, Michael Gent, Jon McMulkin and Steve Cotton.

Although the slopes were graced by exceptional skiers during the race week, there were many examples of individual achievement and courage which epitomised the ethos of the championships.

Less experienced skiers battled down the course with tremendous grit and determination, receiving great encouragement from the spectators.

And 240 ski and snowboard novices took part in the two beginners' races under floodlights at Bruyeres and at the



● Time for reflection: the slope action captured on a skier's goggles

Montagnettes piste in La Croisette area. Accompanied by music, vin chaud and a lively crowd, each finisher was greeted with a cheer – whether they crossed the line in vertical or horizontal mode.

Teaching and instruction is a huge part of the championships and this year's success in that area can be largely attributed

to WO Tommy Wallace, the RNWSA's chief instructor, and his team, as well as snowboard discipline manager Cdr John Gething's team.

Besides conducting race training, they taught more than 200 complete beginners over the fortnight, as well as groups of intermediates.

The male and female winners in the first beginners' race were Alastair Brown and Annabel Holmes in the skiing contest and snowboarders Andrew Scanlon and Emma Whitworth. In week two the first skiers to cross the line were Joseph Collins and Stephanie Patterson and Jonathan Stone and Georgina Patterson in the snowboard race.

The increase in numbers, the huge skiing area offered by the resort and the state-of-the-art technology on hand at the race piste made the 2004 championships a memorable occasion.

Even constant snow and rain during the first week could not dampen spirits at the event, which was attended by the RNWSA President Rear Admiral Mark Kerr, Naval Secretary and Director General Human Resources (Navy), and Capt David Goodall, chairman of RNWSA.

"The first year in a new resort, after four years in Les Arcs, was a resounding success," said championships organiser Lt Cdr Chris Stanham.





## Royal Naval Association

### Healthy outlook at Hastings

HASTINGS branch, according to secretary S/M M. Dunne, is fairly healthy in members and support, ending 2003 on a happy note at a branch dinner enjoyed by all.

Before the year ended, however, members attended the London Cenotaph and laid a wreath in remembrance of their comrades of the branch, and colleagues attended a local service at the White Rock Theatre.

Branch members also took part in the usual seasonal festivities, including a successful Trafalgar Night dinner enjoyed by 140 members and guests, and a branch meeting and Christmas dinner at the Fairlight Lodge Hotel when a raffle and Christmas fair were held.

# Lucky Oscar proved a jinx to warships

FROM France, via Shipmate Ken Napier, chairman of the Aquitaine branch, comes the story of Oscar – possibly the luckiest ship's cat in the world, but decidedly unlucky for those around him.

The source of Ken's story is Andre Mabileau, area president of AMMAC, the French equivalent of the RNA, a member of Aquitaine Old Submariners and a personal friend.

According to S/M Mabileau, Oscar was found floating on a plank amidst the wreckage of the Bismarck on May 21, 1941, was

picked up by HMS Cossack and named by the crew – the 116th survivor of a sinking which claimed 1,977 lives.

If his new home was, comparatively speaking, a little down-market from the German capital ship, he settled down quickly and was enjoying RN hospitality when lightning struck again – HMS Cossack was sunk on October 24, 1941.

Oscar, obviously a born survivor, was picked up by another Royal Navy destroyer and taken to Gibraltar, where he landed on his feet in a comfortable home and

was adopted.

Perhaps the comfortable life eventually got him down, but whatever the reason, he was only too ready to join aircraft carrier HMS Ark Royal when the opportunity arose.

But the jinx was still active, and within three weeks, on November 14, 1941, the Ark was lost, and the bedraggled Oscar once again survived the sinking and ended up back in Gibraltar.

Not surprisingly, with his track record, no other Navy ship was prepared to offer him a berth.

Instead, he took up residence in

the office of the Captain of the Port, where he became a celebrity in his own right.

There is a drawing of Oscar in the National Maritime Museum at Greenwich – proving, if nothing else, his story is not to be taken with a pinch of salt.

### Competition to be staged in Scotland

THE SCOTTISH Area of the RNA are to hold the National Standard Bearer's competition this year.

The local hosts will be Crieff and District branch, and the contest will be held in May, bringing entrants from all over the UK, as the event is open to all branches.

The competition itself will be held at the Strathearn Hydro Leisure Sports Hall on Saturday May 22, but there will be other events being held in Crieff over the weekend, such as a social evening, prize-giving and – hopefully – a church parade on Sunday May 23.

Further details will be available nearer the time.

## Birthday gifts boost charities

AS HIS 80th birthday drew near, S/M Len Frost of the Royal Leamington Spa branch decided he had enough material possessions and could do without birthday gifts.

Instead, he would tell his family and friends to make a donation to one of his two favourite charities – the branch naval welfare fund or Myton Hospice.

"I had many friends and old shipmates who spent their last days there and I wanted to help them whatever way I could," said S/M Len.

The high esteem in which Len is held was apparent on his birthday, when 200 shipmates and friends attended a party in his honour in Leamington's Naval Club.

If they arrived empty-handed, they generously donated to the charities dear to Len's heart, raising a total of £1,070 for the naval welfare fund and £400 for the Myton Hospice.

Len, who served in the

Merchant Navy during the war, considers himself one of the lucky ones to have survived, due, he says, to not seeing too much of the action!

A widower for the past 14 years, he lost his only child, Michael, four years ago, but thanks to his five grandchildren, and his fellow shipmates, he never feels alone.

Len served as branch welfare officer for nine years.

### Stars recognised

THE ENFIELD branch dinner was a great success and enjoyed by all, including members of the Cheshunt branch.

During the evening, S/M John Collins was awarded Messmate of the Year and S/M Rita Meader Associate of the Year.

A certificate of appreciation went to S/M Phyllis Sharkey, and for long and dedicated service to the branch, S/M Tom Armstrong was honoured with life membership.

### Naval Quirks

HUMPHREY BOGART'S FILM "AFRICAN QUEEN" WAS ACTUALLY BASED ON A TRUE STORY..



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## Den joins Doug on 60 years in Herts

TO MARK his 60 years' membership of the Herts branch, S/M Den Lohead was presented with a certificate at an informal pub buffet lunch attended by members of his family and fellow shipmates.

The certificate was presented by branch president, S/M Bryan Smalley.

Den, who joined the Navy in 1943 as a gunnery rating, went on to serve in HMS Fencer, an American 'lend-lease' aircraft carrier which saw service on Russian convoys and in the South Atlantic, where her aircraft accounted for at least one and possibly two U-boats.

She also took part in attacks on Norwegian coastal defences, and on the battleship Tirpitz.

Coincidentally, another branch member, Roy Nalder from Bengoe, also served in Fencer.

On leaving the Navy, Den – like his brother Doug – joined the Herts branch. Doug had already notched up his 60 years by the time Den reached that mark.

Another Lohead brother served in the Airborne Regiment and the fourth in the Beds and Herts Regiment.

A nephew, Tony, is an associate member of the RNA branch.

### Honour for Don

SHIPMATE Don Thorpe, club and branch treasurer, was awarded life membership during the Uxbridge branch AGM for his work and dedication.

Don is also a former vice chairman of the branch, as well as being a founder member.

S/M Thorpe was presented with his award by branch chairman S/M Kevin 'Slinger' Wood and president S/M Henry Avery.

## £50 PRIZE PUZZLE



The mystery ship in our January edition was HMS Lagos, a Battle-class destroyer whose name celebrated the decisive victory by Admiral Edward Boscawen over a French squadron commanded by Commodore de la Clue off the coast of southern Portugal in August 1759.

The winner of the £50 prize was Mr S. Wren, of Waterlooville.

This month's mystery ship is pictured off Cape Town in 1944 as a destroyer, but she ended her days in the scrapyard in the early 1970s as a frigate.

She spent her whole career in the RN, unlike three of her

sisters, which were sold to the Indian Navy in 1949.

Can you provide us with her name? Her pennant number has been removed from this picture.

The correct answer could win you £50.

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH. Coupons giving correct answers will go into a prize draw to establish a winner.

Closing date for entries is April 16. More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our May edition. The competition is not open to Navy News employees or their families.

### MYSTERY PICTURE 109

Name .....

Address .....

My answer: .....



# Royal Naval Association



## Victims of conflict honoured at dinner

THERE was a good turn-out for the Redruth and Camborne branch annual general meeting at which the serving committee were returned en bloc.

Certificates of appreciation were presented to S/Ms Renee Nicholls, Renee Williams and Peter Rhys for the contribution they make to the branch.

The branch dinner dance at the end of January was a great success, enjoyed by 94 members and guests, including friends from RN Air Station Culdrose.

Before the meal – at the Crossroads Motel – Canon Roger Bush, the branch chaplain, asked for two minutes' silence in honour of the Servicemen, including those from Culdrose, lost in the Iraq conflict.

Following an excellent meal, there was dancing to the music of Fanfare, during which a break was called to surprise S/Ms John Bennetts (chairman) and Bob Lewry (treasurer), with life membership certificates, presented by Cdr Andy Thorburn.

Raffle prizes were divided just about equally between the branch, guests and Culdrose.

Members congratulated S/M Bennetts and Lewry on their well-earned rewards.

# Roydon ensign flies over Iraq

AN URGENT request from LNN Carl Cowin in Iraq to his parents in Essex was answered by chance in an unexpected way.

Carl, who is serving in the Royal Naval Hospital in Shaibah military base, put out a plea for a White Ensign to fly on the main mast of the hospital's military base on Trafalgar Day – permission having been granted.

Anxious to help their son but with no idea where to obtain a White Ensign at short notice, Carl's parents decided their best bet was to put out a request on their local radio, BBC Essex.

It was by chance their request was heard by Rita, the wife of S/M Ted Hurley, secretary of the Roydon branch, which also, by chance, happened to have a number of White Ensigns, one of which they could spare.

With no time to lose, S/M Ted got in touch with committee members who readily agreed that their spare White Ensign, measuring 8ft by 4ft, should be despatched as quickly as possible to Carl in the Middle East.

Within a week of its delivery to Carl's parents, the White Ensign was flying high in Shaibah – in plenty of time for Trafalgar Day.

And it remained flying there, until staff returned to the UK.

Still bearing traces of desert sand and showing a little wear and tear, the Roydon ensign is now



● The Roydon branch White Ensign flies proudly on the main mast of the RN Hospital at Shaibah military base in Iraq

back safely with its original owners, who proudly claim it to be a unique RNA trophy of the Iraq war.

It was returned to the branch by Carl, who accompanied by his father Norma, an ex-RN stoker, and LNN Darren Fitzpatrick, attended a meeting of the branch.

A buffet and drinks were laid on for visitors and to mark the occasion, both Carl and Darren were presented with branch plaques by president S/M Charles Haywood to remind them of their Roydon shipmates and the benefits membership of the Association bestows.



● Proudly lining up for the camera are members of the newly-formed Cambridge and District branch in Canada. From left, Ken Gray, John Gemmell, Wilf Hatch, Cyril Haigh and George Padden.

## Hood model recalled

A MEMBER of Thurrock branch has written to remind shipmates that she believes a scale model of HMS Hood is still housed at the National Motorboat Museum at Watt-Tyler Park in Pitsea, Essex.

Mrs Martin, past president and a founder member of the branch, said the model was made by the

late S/M Eric Wakeling, of Thurrock branch, to be entered into local carnivals, and it was later borrowed by Basildon for their carnival.

Mrs Martin recalls that the model, built in 1991, was realistic looking and had sound effects as well.

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● Members of the St Austell branch felt very honoured when they were invited on board the Navy's newest warship, HMS Albion, while the ship was in her home base of Devonport. The visitors – 25 in all – spent four hours touring the ship, which was of great interest to S/M Colin Armstrong, branch secretary, who as a young Writer served in the previous Albion from 1958-60. Before leaving, S/M Colin was presented with a framed print of the ship by WO Mark Bardsley of the St Austell branch (see pic above), who played host to the visitors.

## Evening of celebration

THE MOOD was one of good cheer and celebration at a recent Plymouth branch meeting, honoured by the presence of the Lord Mayor and Lady Mayoress, Cllr David Stark and his wife Jean, who were welcomed by the chairman S/M Bob 'Pedlar' Palmer.

Before tots were issued to mark monthly birthdays and welcome new recruits S/Ms Don Davies and Liz Rose, chairman thanked the committee and S/M Ian Pusser Hill for an excellent social and Christmas Draw.

Tot of the month went to S/M John N. Brewer for clearing up the grave of Lt George Hinckley VC in Ford Park cemetery in time for the annual wreath-laying ceremony at the end of December.

To mark the 59th wedding anniversary of S/M Harry Sparks and his wife Betty, there was a cake-cutting using a Royal Navy ceremonial sword, and congratulations all round from shipmates.

Before leaving, the Lord Mayor, addressing members, praised the comradeship they enjoy, which he hoped will continue long into the future.

He then dispatched his tot in the traditional manner before thanking those assembled for their hospitality.

The Lord Mayor and Lady Mayoress then joined members for an informal chat.

The branch meets on the third Tuesday in the Warrant Officers and Senior Rates mess, HMS Drake, and welcomes new members.

For details, contact Bob Palmer on 01752 509931 or Sue Gutteridge on 01752 849176.

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## Database records victims

A DATABASE containing details of all Naval deaths in service since the middle of the 20th century has been handed over to the Navy – and will be used to create a new national memorial.

A research team – Roger Fryer and Lorna Read – was established at Gosport to delve into records and produce a comprehensive database of all sailors or Royal Marines who have died on duty since January 1, 1948.

The team visited Second Sea Lord Vice Admiral James Burnell-Nugent to brief him on the progress they had made in the past two years.

The team scoured more than one million records and documents – including back copies of *Navy News* – to establish the details of more than 6,000 Naval deaths up to December 31, 2002.

The names will be included on the new Armed Forces Memorial, commemorating the Servicemen and women killed on duty or as a result of terrorist action since the end of World War II.

The memorial, at the National Memorial Arboretum in Staffordshire, will be updated to include more names as the Forces continue to suffer casualties in future years, and the task of updating the database will now be taken on by the Navy Casualty Branch.

## Top flight

GANNET SAR flight, based at Prestwick in Scotland, has been identified as the busiest Search and Rescue unit in the UK in 2003.

The unit has two Sea King Mk 5 utility helicopters manned by five crews supported by four watches of engineers, on call 365 days a year.

Their operating area stretches from Ben Nevis to the Isle of Man, to the Firth of Forth in the east and up to 200 nautical miles out into the Atlantic.

During the year Gannet SAR responded to 243 call-outs rescuing a total of 181 people.

Gannet is one of two RN SAR units, the other being 771 NAS at RNAS Culdrose in Cornwall.

# Ark Royal scoops Fleet media award

AIRCRAFT carrier HMS Ark Royal has emerged as the best of a strong field of candidates for the coveted 2003 Desmond Wettern Fleet Award.

The award is presented annually to the ship, squadron or Royal Marines unit that is

judged to have done most to project a positive image of the Royal Navy.

The year in question – to June 30, 2003 – was a difficult one for the judges, as there was a "high operational tempo", including the conflict in Iraq.

But the Ark was deemed to be a clear winner, for four main reasons – staging substantial press confer-

ences on board before departure from Portsmouth and on her return; handling the media during operations in the Gulf; the engineering required at short notice to provide live satellite links for broadcast; and the accommodating approach to a TV documentary crew during a very busy period.

45 Commando Royal Marines, landing ship RFA Sir Galahad,

Type 23 frigate HMS Grafton and Sandown-class minehunter HMS Grimsby were all highly-commended for their entries, which "clearly demonstrated their strong, proactive and very successful media management" which made them close runners up.

Desmond Wettern was a distinguished naval writer and the last Naval Correspondent in Fleet Street, and the award ensures the memory of a long-time Navy supporter is perpetuated.

The presentation of the award will be made on board the ship later this month, with Desmond's widow Gillian in attendance.

## Flotilla heads north

A FLOTILLA of RN warships is heading for the Arctic Circle to take part in a major cold weather training exercise in the Narvik region of Norway.

Led by the Navy's new assault ship HMS Albion, the task group will also feature aircraft carrier HMS Invincible in the role of a commando carrier, operating Sea Kings and Chinooks from the Joint Helicopter Command.

Commodore Chris Parry, as Commander Amphibious Task Group (COMATG) in charge of the whole force, will be embarked in Albion, as will Brig Jim Dutton, the Commander 3 Commando Brigade.

The task group will include other amphibious ships, support vessels, escorts, helicopters and 1,200 troops.

Norway and neighbouring Sweden are also taking part in Exercise Joint Winter 04.

The spearhead of the British land forces will be Royal Marines of 3 Cdo Brigade, who have already been training in Arctic and cold weather techniques in Norway for a month – the first time in more than five years such training has been undertaken.

See April's *Navy News* for a report on the Royal Marines in Norway

## Air day plans are laid

THIS year's International Air Day at RNAS Yeovilton is to celebrate the evolution of maritime aviation.

The event, on Saturday September 18, will also pay tribute to the personnel and aircraft of the Navy and the part they have played in shaping history over a century.

An extensive flying and static display is planned for the Somerset air base, with military and civilian aircraft, historic and modern, flying in from around the world.



● Lt Charlie Atkinson

## Charlie makes history

NAVAL history has been made with the appointment of Lt 'Charlie' Atkinson as commanding officer of minehunter HMS Brecon.

The Northern Ireland patrol ship is the largest vessel yet to be commanded by a woman.

The 32-year-old officer from Southsea – Charlotte, or Charlie to friends – believes she will be "the first of many" as the raft of women who joined the RN in the early and mid-90s reach the rank, experience and qualification levels needed to command front-line warships.

For the next 18 months the keen sportswoman will guide Brecon – which has been stripped of her minehunting equipment – on anti-smuggling patrols through waters around Northern Ireland.

Eight women have already been given command of the P2000 boats, but Brecon is a step up.

As the first female officer to command one of the RN's front-line warships, Lt Atkinson would prefer to keep a low profile, despite the media attention.

"I don't view myself as anything different from any of my male counterparts doing the job – there's certainly no special treatment. I have the sea time, the experience, the skills. I am well prepared for the job," she explained.

"I know there's going to be interest because I'm the first to command such a ship, but I believe I'll be the first of many."

Lt Atkinson has spent ten years in the RN, mainly in the hydrographic wing including spells in HMS Roebuck, Endurance and most recently as navigator for the Royal New Zealand Navy's survey vessel HMNZS Resolution.

When not at sea, she has represented the RN at hockey, tennis, cricket and kayaking and is a canoe instructor.



● A sailor stands guard as HMS Newcastle escorts HMS Turbulent through the Suez Canal

## Newcastle watches over Turbulent

DESTROYER HMS Newcastle took a break from her NATO task group duties to escort a submarine through the Suez Canal – and enjoyed a brief respite from the weather to boot.

The Type 42 warship detached from NATO's Standing Naval Force Mediterranean (SNFM) to rendezvous with nuclear-powered attack submarine HMS Turbulent at the northern entrance to the canal.

The meeting took place in heavy weather, so it was with some relief that both vessels entered the calm waters of the canal, where Newcastle provided close protection.

Once at the southern end, Newcastle immediately turned round and headed back to the Mediterranean – though a small party of sailors still found time to visit the Pyramids before rejoining the ship.

Newcastle is attached to SNFM for her seven-month deployment, joining ships from the United States, Greece, Turkey, Spain Germany and Italy.

The force commander, Rear Admiral Hans-Jochen Witthauer, embarked in the German ship FGS Bayern, recently spent a day with Newcastle to see how the Royal Navy carries out its duties.

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# Graf Spee set to rise from the bed of the River Plate

● Admiral Graf Spee smoulders after being scuttled by her crew off Montevideo, December 1939

THE first major victim of the Royal Navy's actions in the Battle of the Atlantic is to be lifted from the sea bed over the next three years.

Pocket battleship Admiral Graf Spee was scuttled by her crew off Montevideo in December 1939, rather than face a resumption of the Battle of the River Plate.

More than six decades on from the first big clash in the 1939-1945 war at sea, business leaders in the Uruguayan port want to turn the wreck into a tourist attraction and museum.

As she was deliberately sunk by her crew, Graf Spee is not an official war grave.

But her salvage has upset some of the dwindling band of survivors, like former rating Friedrich Adolphe, now 85 and living in Uruguay. "Leave her alone. That's the best thing," he said firmly.

His view is shared by the Graf Spee Association's chairman Kurt Wecker. "Let's keep her under water as a historical monument," he added.

Graf Spee's sinking was the solitary high point for Britain during the 'Phoney War' – it "warmed the cockles of our hearts", Churchill famously said later.

● (Below) How one west country newspaper reported HMS Exeter's role in the battle

**AMAZING FULL STORY OF EXETER'S FIGHT.**  
**Graf Spee's Seventh Shot Killed Eight Marines Outright.**  
 DEVONPORT SHIP RETURNED FIRE UNTIL ONLY ONE GUN COULD BE WORKED-BY HAND.  
**Man With Both Legs Gone Said He Was "Not Too Bad."**

It was an unexpected victory, too. Since the outbreak of hostilities, Graf Spee had enjoyed a free hand in hunting down merchant men as part of the German Navy's grand strategy attacking British commerce at sea.

She was finally cornered by HMS Ajax, Achilles and Exeter off South America – where German intelligence had ironically told Graf Spee's captain Hans Langsdorff to expect rich pickings.

Though outgunned, task force leader Cdre Henry Harwood engaged Graf Spee – at great cost to all three RN vessels, which were badly damaged by the pocket battleship's 11in main turrets.

But the Kriegsmarine vessel was also damaged – 36 of Langsdorff's crew were killed – and the captain put into Montevideo to effect repairs.

The Uruguayan Government gave the Germans 72 hours to fix the battered warship, while British Naval intelligence suggested an armada was gathering off the River Plate estuary.

With the time limit up, Langsdorff sailed with a skeleton crew and watched by thousands of locals, and blew up the pocket battleship in the estuary, after the sailors had abandoned Graf Spee, lowered her battle flag and smashed anything of importance. "A sea of fire stretched from

stem to stern," one crewman observed.

Sixty-five years later, the wreck lies in about 65ft of water; her stern was blown off, but the remainder of the hull is believed to be whole.

Last month experts began the delicate task of raising the first section, the range finder, the first move in what is expected to be at least a three-year operation.

Graf Spee will be 'rebuilt' on land and be the "best ship museum in the world" say the team behind the salvage operation.

Langsdorff committed suicide shortly after the scuttling, justifying his actions in a letter home: "I am happy to pay with my life for any possible reflection on the honour of the flag."

He was chastised by Hitler and Admiral Erich Raeder, the head of the Kriegsmarine, for not fighting to the finish and going down with his ship. Raeder ordered there would be no repeat of Graf Spee's scuttling: "A German warship and her crew are to fight with all their strength until they are victorious or go down with their flag flying."

But in 2004, Langsdorff is commended as a 'gentleman of the sea', explained Capt Ricardo Barre, from Montevideo naval museum.

"He preferred to save his young sailors' lives rather than sacrifice them for the Fatherland in a battle he could not win," he added.

● (Below) HMS Ajax flies her decommissioning pennant as she pays off post-war



● A feat of engineering: A Mulberry harbour



## National exhibition to honour D-Day 60th

ONE of the largest displays on the greatest undertaking by the Western Allies in wartime will mark the 60th anniversary of the Normandy invasion from this spring.

London's Imperial War Museum is planning a huge exhibition recounting the before, during and after phases of the 1944 landings which sounded the death knell for Nazi Germany.

Staff at the museum in Lambeth Road have trawled through their archives to dig out rare and priceless artefacts to provide a 'sweep of history' of Operation Overlord, from senior commanders to the

men in the front line.

Items on show include formerly top secret documents from the planning process, previously unseen reports relating to the double-agent Garbo, tools used by engineers who built the Mulberry harbours, sickbags for landing craft crew and soldiers, the legendary photographs of Robert Capa, and diaries, letters and photographs of participants.

Archive film footage and oral recordings of men who took part in the landings will also be on display.

The exhibition opens on April 7 and will run until May 2005. Admission is free.



● Graf Spee's crew inspect the damage caused the pocket battleship caused by Cdre Harwood's task force

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# Resettlement

## Ready to REACT to security industry jobs

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partner employers.

REACT are accredited through their specialist tutors to deliver The Department for Transport (DfT) Aviation/Cargo Security level 1 Training, and a 'preferred supplier' to the Career Transition Partnership (CTP).

Awareness/selections days run

twice per month at REACT's dedicated training centre, designed solely for Service leavers to attend, which in addition to providing an insight into the aviation/commercial security industries, provide delegates with an opportunity to undertake an initial interview to identify career paths available.

Suitable clients are then invited to attend a three-week residential training programme, designed in conjunction with our 'partner' employers, providing the necessary qualifications to enter the security industry.

REACT has been very successful in assisting Service leavers from the Royal Navy into civilian employment with 2004 bringing new requirements for high quality personnel for their 'partner' employers operational demands.

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FORMED in 1998, Nuco Training is a privately owned company, whose activities cover most aspects of Health and Safety Training, including First Aid, Defibrillation and Advanced First Aid.

Nuco's speciality area is its

expertise in Training the Trainer, helping to fully equip military personnel for that vital transfer from the military environment to the civilian workplace and employment.

Nuco prides itself on the quality of service, continuity of support and essential back-up given to all Nuco trained Instructors and Assessors.

Specialised personal service is something that is often missing in today's business environment.

Nuco has carried out business with many national and international companies - including the Royal Navy, RAF, the Army, the Royal Marines - also, commerce and industry, and the Leisure sector eg McDonald's Restaurants Ltd, LA Fitness, DC Leisure Ltd, Leisure Connection Ltd, Stakis Ltd, Chelsea FC, BNF plc, and many local authorities.

In addition to being a Health and Safety Executive Approved Training Organisation, Nuco has many other professional accreditations.

Nuco Training has now achieved the prestigious City and Guilds Approved Centre status, enabling a C&G teaching qualification to be obtained through their First Aid in the Workplace Instructor Course - delivered

nationally, usually about two courses per month.

Nuco is also an Approved Centre with the Chartered Institute of Environmental Health, which enables Nuco to deliver the Professional Training Certificate, not only for those who are new to training who wish to enhance their techniques and skills, but also for those who are planning a career in Health and Safety.

Eventually they could become an Approved CIEH Centre themselves. Again about two PTC courses per month are being delivered throughout the UK.

Nuco Training is proud to have been awarded the prestigious Preferred Supplier Status to the Career Transition Partnership, working with the Ministry of Defence.

This means that Nuco is approved by the MoD to train military personnel who are making the transition from a military to civilian working environment.

For further full details of Nuco and its Instructor courses, please contact: 08456 444 999 or visit our website

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## Write stuff needed for preparation of documentation

DOCUMENTATION is expensive, so there is a definite purpose for the work.

The document is prepared by "technical authors or communicators" in Britain, and "technical writers" in other parts of the world. Almost every product has to be supplied with some documentation for the installers or users.

"Documentation" covers text and illustrations, and the range is very wide. People at all levels need information, whether they work in medicine, banking, computers or engineering.

Technical authors may be employed by companies, or by agencies who supply temporary staff.

Working in a company is similar to working in the Forces and many

offices are almost entirely staffed by ex-service people. Some people work freelance, so they have to find the work, then do it, then find some more.

You may have spent years writing technical documents and reports, but can you show them to a potential employer?

Quite often that may be a problem, and one answer is to achieve a qualification which the employer will recognise.


There are many courses on offer, so how do you sort out the good from the bad? There are safeguards - such as the British Association for Open Learning, (now called the British Learning Association) and if the college belongs to that association you can be sure the college works to a high standard.

There are other accreditations available, too, such as ISO 9001. Short courses are available, taking two or three days, and you can often see them listed on the web page of the professional institute, the Institute of Scientific and Technical Communicators, see [www.istc.org.uk](http://www.istc.org.uk) and select the Newsletter.

Longer courses are available, aiming at qualifications as well as the knowledge, and these include vocational courses, for City & Guilds Tech 5360.


That can often be achieved by distance learning in 18 months or less.

At the other extreme there is a distance learning course which takes three years and offers a Master of Arts degree.




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We are able to assist companies with our experience and expertise in investigations and help conclude matters to the client's advantage by obtaining the necessary evidence on their behalf.

We have successfully concluded investigations for plc's and individual business owners alike.

We can be asked to investigate many different types of cases where the police either do not have the resources to investigate or through lack of evidence they are unable to act. This is where the Private Investigator steps in.

We are able to assist and help our clients by investigating cases either internally or externally. We investigate anything from pilfering in the work place to long term sickness claims.

Our clients see the value in instructing us as we are flexible and professional and achieve the results they want by obtaining the clear cut evidence they require for either a dismissal or further police action.

We are also heavily involved with Insurance clients to assist them in validating insurance claims for personal injury.

Our ex-RN & RM staff have developed a keen instinct over the years to uncover deception and fraud and have helped make the company into one of the most professional in our field. We are keen to take on others with similar backgrounds to ourselves who show a real interest in this profession.

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WITH more than one million car driving tests taken each year and the flexibility of working when you want to, think about becoming an approved driving instructor.

If you have held a full, clean driving licence for a minimum of four years, are personable and have a modicum of self-discipline you could be on your way.

You will need to pass three exams to join the Approved Driving Instructor Register:

■ Part 1: a computer-based multiple choice theory test followed by a hazard perception test, taken at a theory centre.

■ Part 2: a driving test to an advanced standard, scrutinised by a supervising examiner.

■ Part 3: a teaching test, which tests your instructional ability, scrutinised by a supervising examiner.

You can expect to take six to nine months to complete these exams.

CIA Instructor Training is an ORDIT-registered training establishment which provides good quality training in a friendly environment to the Driving Standards Agency's critical standards.

Training is – within reason – flexible and therefore can be worked around your current commitments.

So if you want a career that is worthwhile then this maybe is the one for you.

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# Dive, dive, dive in exotic locations

IMAGINE warm days, spent diving in the sea with like-minded people. It sounds like a holiday paradise that few could call a career. But then, few have experienced the adrenaline-fuelled rush of the Forces, let alone the extremes of active service abroad.

This is what makes people leaving the Forces so unique. After living on the edge in intense and sometimes extreme conditions, returning to the mundane routine of ordinary life can seem unappealing at best, daunting at worst. Moving on from a life of strict regulation in a community within which you have gained unique bonds can be as emotional and challenging as serving in the Forces itself.

But if you are about to leave, you are also about to be thrown a lifeline. A resettlement grant gives you the chance to discover new interests and gain vocational qualifications. It is an opportunity to take an exciting leap into a new unknown. In fact, it's the ideal chance to explore an exotic location, centred around a SCUBA diving training scheme.

Popular destinations range from the Red Sea to Thailand; but the unique versatility of the sport means you can catch waters any-

where around the world.

Relaxing in enviable coastal locations with people enjoying similar motivations, it's an opportunity to discover an entirely new social scene. Whether you have a family and wish to expand your horizons, or you are a motivated individual looking to meet new people, it's an ideal chance to share a new vocation in a unique social environment.

Blue O2 is a company that offers such opportunities. In association with the approved military diver training contractor, and award winning SADS (Sub-Aqua Diving Services), they have assisted in over 150 military diving expeditions and resettlement programmes.

Their training schemes based in the Red Sea and Thailand will leave you with a Divemaster qualification in your first month. It is the first step on the professional course structure approved by PADI, the worldwide qualifying body. With this qualification, you can teach certain PADI courses, assist OWSI on courses, dive guide and get paid for it. And if you're already qualified, the professional level you can achieve depends on your budget and the time available.

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Peregrine Investigations is offering a unique opportunity to right minded individuals who wish to apply to undertake a Trainee Surveillance Operative Programme (TSOP)

This opportunity will offer the right person a valuable insight into the world of Surveillance in the Private Sector but more commonly known as 'Private Investigators'. Our profile leans more towards being experienced surveillance experts, which involves us in work for Corporate and Insurance clients. We are involved in surveillance operations on a daily basis all across the UK gathering surveillance evidence on our client's behalf.

The TSOP is orientated around live jobs and you will be intrinsically involved on a day to day basis along with our experienced operatives whom you will learn from. The initial training will take place over 26 weeks and during that time we will teach you all the aspects of basic surveillance techniques that are required. We do not expect any trainee to have had any related experience to our trade, as our programme will cover all relevant skills required.

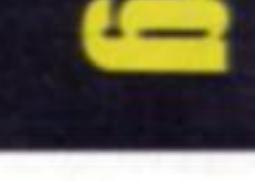
Applicants should have the following attributes:

- A good level of fitness
- Non-Smoker
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- Live in the south of England (ideally Portsmouth)
- Aged between 21 and 30yrs
- Good discharge references

The successful applicant/s for the TSOP will need to be self-employed.

If you would like to find out more about this opportunity then call the number below or if what you have read interests you then send your CV by post to: Peregrine Investigations, Worth Corner, Turners Hill Road, Crawley, West Sussex. RH10 7SL. Or e-mail to: info@peregrine-uk.com Tel: 01293 449633 Fax: 01293 449634. For further information about the company our website is: [www.peregrine-uk.com](http://www.peregrine-uk.com)

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# Resettlement

## LOGISTIC SUPPORT ENGINEERS MAINTENANCE ENGINEERS RELIABILITY ENGINEERS TECHNICAL AUTHORS - SAFETY ENGINEERS

We need engineers with mechanical, electrical or avionics skills for vacancies in the South West and Midlands. Applications from ex-RN engineers and technicians with aircraft, communications or nuclear experience and an interest in technical support as a career move would be welcome. Knowledge of reliability studies, support documentation or safety procedures would be an advantage.

Contact Cole & Sharp Ltd on 01305 851661 or email CV to [jobs@coleandsharp.fsnet.co.uk](mailto:jobs@coleandsharp.fsnet.co.uk)

Full details can be found on our website [www.coleandsharp.co.uk](http://www.coleandsharp.co.uk)

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## A design for life

ALTHOUGH ex-Naval engineering staff are not trained to be designers, their thorough knowledge of all aspects of the systems they maintain and their extensive experience of keeping equipment on-line in all conditions makes them ideal for roles in customer support.

That is the opinion of the Cole & Sharp Group who, 20 years ago, started a division specialising in technical recruitment and supplying contract technical publications staff to the defence and nuclear industries. The company specialises in providing engineers with skills relating to defence contracts and the special requirements of the nuclear industry.

"For many of our vacancies, the skills acquired during military service prove to be very useful," the company says.

More than 30 have joined 'HMS Westlands' as contract staff, sever-

al being offered permanent staff positions later. Other clients have offered positions to nuclear submarine engineers, trainers and communications specialists.

In addition to providing technical authors, in the past three years we have supplied software engineers, mechanical and electrical engineers, nuclear and chemical safety engineers, training needs analysts, RCM engineers and a production manager for the microchip industry. At least 50 per cent of these placements were ex-Service personnel.

In line with the nature of our recruitment work, Cole and Sharp are certified to ISO 9001:1994 and approved suppliers to the Ministry of Defence. Registered with the Data Protection Register, we also provide security clearance facilities, interviewing and vetting, on-line recruitment and free internet advertising.

## Foreign training in reach

AT first glance training abroad looks expensive, but the truth is that residential courses overseas are often less expensive than an equivalent residential course in the UK.

Whether America, Africa or India, the airfare is often seen as the main hurdle but many training companies will include this as part of the package and still come in less expensive.

Up to 30 per cent savings can be made on training abroad, without compromising quality. Delegates are away from professional and domestic pressures, able to focus on their studies in a refreshing, vibrant environment.

For instance, the MCSA (Microsoft Certified System Administrator) and MCSE (Microsoft Certified System Engineer) route is one of the most popular ways into a career as an IT professional.

Compare a UK based training to the same MCSA training packages that are offered abroad. The training materials are the same, the time spent training is the same,

and the qualifications are also the same. The cost, though, can be up to 30 per cent less, and this includes the exams, accommodation and subsistence.

This is possible since the British Pound is strong enough to effectively reduce the cost of training without compromising quality.

That still leaves the problem of getting there, but remember a round the world ticket costs as little as £850.

In practice most training firms who offer MCSA / MCSE routes to prospective IT professionals usually offer a discount scheme, especially those offering resettlement training.

This applies to both UK based and overseas trainers.

The purpose of any training course is to impart skills and qualifications to the delegate. If this can be an enjoyable experience, in a civilised environment then so much the better, adding to the value and appreciation of the course. So next time you are considering a training course, think abroad.

## Help the diving community

THE Diving Diseases Research Centre, better known to divers as DDRC, has been awarded accreditation for its Basic Hyperbaric Medicine Course by the National Board of Diving and Hyperbaric Medical Technologists.

The Plymouth-based charity has a long history in diving and hyperbaric research stretching back to its inception at Fort Bovisand in the 1970s. Since then, thousands of commercial, recreational and military divers have passed through its doors and through its recompression chambers. From its new premises next to Derriford Hospital, DDRC treats around 80 divers per year and 100 non-divers

suffering a range of disorders which also respond to Hyperbaric Oxygen Therapy.

Through its Professional Services Training Division, DDRC has been offering first aid and medical instruction to the recreational and commercial diving industry for many years. All courses on offer are validated by relevant governing bodies such as the International Marine Contractors Association.

Many military personnel have attended courses, some sponsored by service training grants others by resettlement funding. Many of these students have gone on to find challenging and rewarding careers in diverse locations around the world.

A little closer to home, DDRC has itself become home for many ex-naval personnel. Current members of staff include two RN chief artificers, two warrant officer divers, a Royal Marine and a PO Clearance Diver. The Navy's influence goes right to the top, with a Colonel in the Royal Marines being the latest addition to the charity's board of trustees.

Along with its commitment to treating injured divers, one of the prime goals of the charity is to educate the diving population, be they military, recreational or commercial in the medical issues surrounding diving. The new Basic Hyperbaric Medicine Course is aimed at divers, nursing or technical staff interested in a career in the field of Hyperbaric Therapy. The course is recognised by the National Board of Diving and Hyperbaric Medical Technologists and is the first step towards recognition as a Certified Hyperbaric Technologist, the only professional qualification recognised throughout the industry and necessary for work all over the world.

For further information contact [training@ddrc.org](mailto:training@ddrc.org) or call 01752 209999.

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# YOUNG READERS CLUB

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## WORLD WAR I

After a century of relative peace in Europe, the Continent was plunged into war from 1914 to 1918 and the Royal Navy found itself in action on land and sea as we learn this month

## The write stuff



● Enjoying a trip to Chessington World of Adventures are YRC competition winner Leanne Walsh (mem no.3079) next to her dad Les and friend Jasmin (on the left)

Cara Ruskin (mem no.3195) from Kings Lynn in East Anglia told us about her trip to Cornwall to see her brother Martyn join the Navy:

"On January 16 I went with my family to see my brother Martyn pass into the Royal Navy at HMS Raleigh. We watched a video of his training and then watched the parade - my brother was in the guard.

"We had a really lovely day and everyone looked very smart. I was very, very proud of Martyn. He looked really smart and marched very well.

"We looked around where Martyn was staying. It was a big room with lots of cupboards and beds which were very small and there were no curtains or washing machine."

A Betty Spaghetti doll is on its way to Alice Vanns (mem no.1284) after her dad correctly spotted that in last month's Young Readers' Club, the Navy Lark actors were wearing the wrong hats.

"My dad says if he's wrong, he'll eat his cap. I would like to see that," says Alice.

Sorry to disappoint, Alice, but you won't see your dad eating his cap. Enjoy the doll!



● The crew of the legendary E11 which caused havoc off Turkey in 1915



● You've got a hole in one! The battered periscope of E11 after a Turkish shell hit

## Ace time for submarines

Everyone expected the Great War at sea to be dominated by the mighty battleships.

But in the opening months of the war, it was submariners in the British and German Navies who grabbed the headlines.

The war opened with a shock for the Royal Navy. In less than one hour on September 22 1914, German ace Otto Weidigen in U9 sent three elderly British cruisers, the Hogue, Aboukir and Cressy, to the bottom of in the North Sea. No-one has ever repeated that feat.

But Lt Norman Holbrook showed that British submariners, or deeps as they are known, were no less brave or skilful.

In December that year he led his boat B11 up the treacherous Dardanelles Straits leading to Turkey's inland sea, the Sea of Marmara, to sink the battleship Messudieh in one of the most heavily defended stretches of water in the world.

Holbrook won Britain's highest military honour, the Victoria Cross or VC for his deed.

Even his bravery was surpassed though by Lt Cdr Martin Nasmith, Britain's most daring World War I submarine hero.

Admirals told Nasmith to 'run amok in the Marmara' with his

submarine E11. He did.

In May 1915, he turned the inland sea into a private lake, sinking Turkish gunboats and merchant ships - despite his periscope being wrecked by an enemy shell.

He then sneaked into the harbour of Constantinople - now called Istanbul - where he took the first photograph through a periscope, sank a troop ship and caused panic among the city's residents.

In case torpedoes missed their target, Nasmith set them to float so he could swim out, pick them up and use them again!

Only when his boat was bruised and battered after a 19-day patrol did he return, and was awarded the VC.

## why

do you call people a 'son of a gun'? Children were often born on warships - normally between guns on the gun deck. If the father of the baby was not known, the baby was recorded in the ship's log as a 'son of a gun'.

## Clash of the Naval titans

A major reason Europe came to blows in 1914 was a long-running Naval race between Britain and Germany.

Germany's ruler, Kaiser Wilhelm II, was jealous of the Royal Navy and the British Empire and began building a fleet of his own.

Britain in turn became suspicious of Germany and began building battleships at an ever-increasing rate.

By war's outbreak, the Royal Navy had 21 battleships or 'dreadnoughts', named after HMS Dreadnought, the world's first all 'big gun' battleship, and four battle-cruisers - as powerful as battleships, as fast as cruisers.

Germany's fleet consisted of 13 battleships and three battle-cruisers.

The two whole fleets met only once in a full-scale battle - the largest ever fought in European waters - on May 31 1916: the Battle of Jutland.

The British public expected a second Trafalgar - so Jutland proved to be a huge disappointment.

The Navy lost more ships than the Germans - three battle-cruisers to one, plus a number of cruisers and destroyers. Nearly 7,000 British sailors paid the ultimate price; more than 3,000 Germans were killed.

Numbers do not tell the whole story of Jutland. The German fleet was so battered by the pounding it received it was months before it could put to sea; the Royal Navy was ready for action within days.

In fact, the Germans had come close to being wiped out at Jutland. Never again did the Kaiser allow his ships to be risked in all-out battle with the British fleet.

## Members birthdays

Blowing out candles on their cakes this month are:

Lauren Anderson  
Alice Arkesden  
Jack Arnold  
Kelly Barber  
Kieran Barber  
Jonathan Bathard  
Christian Bonning  
Jonathan Boriss  
James Boyce  
Jo-Anne Burford  
Jamie Clark  
Paul Clarke  
Stephanie Cooper  
Will Cooper  
Mark Crook  
Andrew Cubitt  
Siobhan Cullen  
Jadine Dipiazza  
Sean Elvidge  
Graham Flower  
Stephen Foot  
James Ford  
Luke Found  
Tom France  
Rebecca Frances  
Thomas Francis  
Carl Fudge  
William Gent  
Holly Gilbert  
Robert Gillett  
Rachel Green  
Kimberley Griffin  
Raven Hart  
Stephen Haselden  
Georgina Hayes  
Mark Holmes  
Ben Hooson  
Sophie Jackson  
Joe Jowle  
Alex Jowle  
Nathan Lewington  
Shona Manning  
Thomas Martin  
Hannah Martin  
Harli McLaren  
Imogen Napper  
Martine Noyce  
Keith Oxborough  
Callum Philcox  
Robert Plater  
Matthew Poole  
Jack Price  
Dominic Radcliffe  
Joseph Reece  
Bryony Sheppard  
Rosie Staples  
Charlotte Stevens  
Jonathan Stow  
Grant Tebbs

## WIN A PACK OF LORD OF THE RING STAMPS

Rarely seen drawings of places from JRR Tolkien's Lord of the Rings appear on ten 1st class Royal Mail stamps celebrating the 50th Anniversary of the publication of the first two parts of Tolkien's epic three-part tale: The Fellowship of the Ring and The Two Towers.



For your chance to win one these fantastic sets of stamps, just answer the following question

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Closing Date: 31st March 2004

The drawings featured on the stamps are from the Bodleian Library, Oxford and consist of nine by the author and 1 by his son Christopher. For more information visit [www.royalmail.com/stamps](http://www.royalmail.com/stamps)





# Where in the world...?

The ships and people of the Royal Navy have been travelling all around the world for the past few months. Here are a few of the places they have visited recently...

**HMS Monmouth and RFA Wave Knight**  
Place: Caribbean  
What's it like: Tropical - palm trees, white beaches and blue skies, except when it's hurricane season  
Countries include: Trinidad and Tobago, Jamaica

**3 Commando Brigade**  
Place: Harstad  
Country: Norway  
What's it like: Spectacular mountains and fjords  
Capital: Oslo

**HMS Gloucester**  
Place: Toulon  
Country: France  
What's it like: Portsmouth or Plymouth - but warmer! Toulon is the home of the French Navy in the Mediterranean  
Capital: Paris



## Birthdays continued

Shannon Thompson  
Kieran Townsend  
James Ware  
Kerry Wilson  
Claire Wood

## Sunk - but not by us

When the war ended the defeated German Navy was ordered to send its Fleet to the huge natural harbour of Scapa Flow in the Orkney Islands off the tip of Scotland as a punishment for losing the war.

For six months the victorious Allies wondered what to do with the captured ships. The Germans decided for them.

In June 1919, the Germans decided their Fleet should not be used by the Allies - and decided to sink, or scuttle, them instead.

More than 70 battleships, battle-cruisers, cruisers and torpedo boats filled with water and settled on the bottom.

Some of the ships were salvaged and used as target practice, but others had to be raised from the seabed and sold as scrap to make Scapa safe for seafarers. What a sad end for a Fleet!

# did

you know some ships change their names? Supply ship RFA Fort Rosalie was once Fort Grange, but the name was too similar to another supply ship, Fort George. Orders and mail for the two vessels became mixed up, so Grange became Rosalie. HMS Lancaster changed her identification number from F232 to F229. In the Navy, ships which have accidents fill in Form 232 - so F232 would be unlucky!

## Sailors turn soldiers

Think of World War I and you'll probably think of soldiers in the trenches.

Think of sailors in the World War I and you'll probably think of great battleships pounding the oceans.

You probably wouldn't expect to find them fighting in the mud.

But they did. In fact they fought better on land than many soldiers in the Army according to many witnesses.

The Royal Naval Division as it was known was formed almost by accident.

When war broke out in August 1914, the Navy called up its reserves - part-time sailors - and found that it didn't actually have a job for thousands of them.

The result was a division of soldier-sailors, many of them miners from northern England, plus retired officers and a mixed bag

of Royal Navy and Royal Marines officers.

The men saw action almost straight away - even though they were not properly trained, in bitter battles around the Belgian port of Antwerp in October 1914.

Next the division was fighting in Turkey in 1915 in Gallipoli in a disastrous campaign designed to drive Turkey out of the war.

In nine months, 16,000 men fought with the division at Gallipoli. Only 3,000 were not wounded.

The remainder of the war was spent in France and Belgium on the Western Front, including



Wounded sailors of the Royal Naval Division in foxholes near Albert in France, 1918

the Battle of the Somme, and the fierce fighting to halt Germany's attempt to win the war in 1918.

When the Germans were stopped, the sailor-soldiers joined in the Allied advance to force the enemy back into Germany, helping to win the war.

Despite fighting in the trenches, the men of

the RN Division remained very much sailors at heart.

They kept Naval ranks such as seaman, petty officer. They could grow beards like their comrades in ships. A spell of leave was referred to as 'going ashore'. And meals were never cooked in the field canteen or kitchen - always the galley.

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Or for further information contact us on 023 9273 3558

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## This month

March 3, 1812: Navy signs a deal to provide fresh water to Portsmouth dockyard through wood pipes

March 7, 1941: U-boat ace Gunther Prien and his submarine U47 sunk by HMS Wolverine

March 11, 1708: Sailors are allowed to receive prize money for capturing enemy vessels

March 11, 1927: Hearts of Oak and Life on the Ocean Wave are officially named as the marches of the RN and Royal Marines

March 11, 1936: First World War's most flamboyant admiral, Lord Beatty, dies

March 18, 1904: HMS A1 is sunk, the first British submarine lost

March 18, 1915: HMS Dreadnought rams and sinks submarine U29 in the Moray Firth

March 19, 1847: Sailors ordered to fast as a mark of respect for the famine in Ireland

March 20, 1944: Captured U-boat U570, renamed HMS Graph, wrecked

March 21, 1862: Royal Marines split into Light Infantry and Artillery

March 25, 1945: Mosquito aircraft lands for the first time on HMS Indefatigable

March 28, 1941: Battle of Cape Matapan, off Crete: Italian fleet is mauled by the RN, losing three cruisers and two destroyers

March 28, 1942: Daring raid on the French port of St Nazaire. Packed with explosives, HMS Campbelltown smashes the dry docks

March 29, 1942: Convoy PQ13 to Russia attacked but the attack costs the Germans destroyer Z26

March 30, 1912: Capt Scott - Scott of the Antarctic - dies in a blizzard coming back from the South Pole

## NEXT MONTH

Strike up the band! Learn about the part music has played in the Navy from the Royal Marines' Band to the bosun's call and the bugler as we delve into centuries of sonic (sorry, no hedgehogs) history.

### Competition rules:

All Young Readers Club competitions are open to readers aged 16 or under, except employees of Navy News and their families or any company associated with the competition. One entry per person. The decision of the judge is final. Full competition rules are available by contacting us at the usual address.





# Sea Cadets

## T.S. TRINCOMALEE

HARTLEPOOL UNIT, No. 172

Reg. Charity No. 520906



THE SEA CADET CORPS

(Controlled by the Sea Cadet Council under the auspices of the Ministry of Defence (Navy Dept.) and the Sea Cadet Association)

28 January 2004

Helen Craven  
Assistant Editor  
Navy News  
HMS Nelson  
PORTSMOUTH  
PO1 3HH

Dear Ms Craven

We noted in the recent edition of Navy News the references to Master and Commander and ships of that era that are still afloat in the UK.

We are the Hartlepool Sea Cadet Corps 172, TS TRINCOMALEE, and in addition to using our own facilities at Hartlepool Marina, we are often involved with activities in the 1817 frigate HMS TRINCOMALEE that include ceremonial, training and demonstrations for the public.

HMS TRINCOMALEE has had a proud career of service across the world and it is tremendous to have this fine vessel in Hartlepool. She is after all the oldest ship still afloat in the UK, so do come and see the real thing for yourself!

Yours sincerely

James E Atkinson, JP DL  
Vice President

UNIT HQ, MIDDLETON HOUSE, HARBOUR WALK, THE MARINA, HARTLEPOOL, TS24 0YQ



## New adventure for Hartlepool

**H**ARTLEPOOL unit is helping with a project to help disadvantaged and disabled youngsters learn seafaring skills.

With the aid of a £70,000 grant from the National Lottery, TS Trincomalee is working with the Adventure Youth Sea Training Trust to teach young people between the ages of ten and 16 the value of discipline, team working and leadership over a three-day course.

Operating out of Hartlepool Marina (pictured above) they have the use of a powerful 40ft motor launch and, currently nearing completion, a 50ft sail training schooner.

The Trust is now looking to appoint a full-time fully qualified skipper/instructor to develop and manage a range of train-

ing courses, all to synchronise with the existing Sea Cadet programme.

Contact the Adventure Youth Sea Training Trust c/o Woodside Park Estates, Park Avenue, Hartlepool TS26 0EA.

TS Trincomalee, based at Hartlepool Marina, is often involved with activities in the 1817 frigate HMS Trincomalee which was recently restored there to her former glory. These include ceremonial, training and demonstrations for the public.

In these days of boring, identical emails, it was a pleasure to receive a letter from them printed on their striking new stationery (left).

Do any other units send out letters as eye-catching as this one? Write and let us know.

## Hornet gets a buzz out of Concord



**L**INKS between TS Hornet and the HMS Concord Association (she of the famous Yangtse Incident of 1949) were further strengthened when the Gosport unit received a surprise present on their annual awards evening.

Former crew member Harry Teed travelled over from Guernsey to hand over the ship's crest – all 30lb of it – which had once adorned the bridge. It now has pride of place on the Main Deck of Hornet's splendid new headquarters in Berkeley Hall, Royal Clarence Yard.

Concord Association Chairman Peter Lee-Hale explained that, after reading a report in Navy News about the handing over of the ship's bell to the unit during the affiliation ceremony last November, 80-year-old ex-Stoker Harry got in touch and said he had the authentic bridge crest which he would also like to donate.

He had always wanted a memento of his old ship and had asked Sir Charles Mills, Governor of Jersey in the 1960s and a former Captain of Concord during the Korean War, if he might be able to obtain a small crest souvenir for him.

Sir Charles came up with the real thing!

Unfortunately, by mistake it was not handed over to Harry but to a Harbourmaster's Staff member whose widow eventually passed it on to him.

● **SUR-PRIZE PACKAGE:** TS Hornet cadets show off the 20 dazzling cups, plates and plaques they received on their annual awards evening from Commodore Ian Moncrieff, Assistant Chief of Staff to C-in-C Fleet. Guests included the unit patron, Lady Fieldhouse and Rear Admiral Tony Whetstone





## Seamanship show for the Admiral

ADMIRAL of the Sea Cadets the Duke of York had a word for every single cadet when he called on Kirkby and Liverpool North unit.

The royal visitor also took a close interest in the newly formed support network.

Met by the Lord Lieutenant of Merseyside Alan Williams and the Mayor and Mayoress of Knowsley, the Duke first inspected the

Guard led by LC Tracy Barnes before being treated to a seamanship display.

This included the rigging of sheer legs to load onto a trolley a medical pack supposedly destined for Iraq...

After the Duke's departure other guests watched a communications display by the Junior Section and a performance by the Unit Band.

## Birthday boys

● Second Sea Lord Vice Admiral James Burnell-Nugent helps TS Invincible's youngest cadet Callum Cornell cut the Milton Keynes unit's seventh birthday cake.



## 'The boss' pays his last calls

AFTER seven and a half years at the helm of the SCC, Cdre Roger Parker has been marking his forthcoming retirement with a tour of selected units up and down the country.

Among them was the Whitehaven unit TS Bee he last visited six years ago.

Accompanied by North West Area Officer Cdr Alan Brough, the Commodore SCC – himself a former Sea Cadet with TS Steadfast in Surrey – said he was impressed by the progress made.

"The future of the Sea Cadets is in your hands," he told the Ship's Company.

"TS Bee has built a strong and clearly dedicated team of cadets, staff and committee. You have achieved much in the past year and I have no doubt whatsoever that you will do even better in the future."

Management Committee Chairman Charles Tinkler told

Navy News: "With around 400 Sea Cadet units nationwide it is clearly impossible for Cdre Parker to visit each one. As far as I know, he has never been to the same unit twice, until now."

"We regard this visit as something of an honour and an indication of his high regard for us."

Cdre Parker took obvious pleasure in confirming the promotion of Keith Crowe to Sub Lieutenant and also congratulated two of the junior members of the staff who had lately completed their Petty Officer training.

● On his departure, Cdre Parker was presented by Cadet Stevie Miller with a painting of Whitehaven Harbour







## Sport

### Guest coach helps judo team train

AN international guest coach prepared the Navy's Judo squad for tournament with a weekend training session.

Scotsman John MacDonald joined the RN judo squad at HMS Collingwood to put the side through its paces ahead of participation in the Salisbury Open – which for many of the side turned out to be their first major tournament.

In particular, LWEA Clive McGing (HMS Collingwood) and AEM Steve Watson took the fight to the opposition – in most cases far more experienced judo experts.

AEM Watson had to pull out of the contest as a result of a shoulder injury, while LWEA McGing was eventually beaten by senior players.

**RESULTS:** Men over 100kg: Gold – Mne Sherrington (40 Cdo), Silver – Wtr Bennington (Northwood), Bronze – OM Curtis-Dawson (HMS Raleigh); under 90kg: Bronze – CPO Clark (MCTA Portsmouth) and CPO Thacker (AFCS Shrewsbury); Ladies under 63kg: Bronze – OM Morris (HMS Ramsey).

### New dinghy courses now available

THE RN is leading the field in providing advanced dinghy instructor qualifications.

Run out of the watersports centre at Thorney Island, the Royal Artillery base between Portsmouth and Chichester, two-day instructor courses offer an advanced level of training for potential instructors – or sailing enthusiasts who merely want to improve their skills on the water.

The Royal Yachting Association drew up new training methods to meet the demands of many newly-qualified dinghy sailors with shorter, more flexible training and specific two-day courses such as 'sailing with spinnakers' and 'performance sailing'.

The new courses have highlighted the shortage nationally of advanced dinghy instructors, so the RN has stepped in in the short term to bridge the gap by providing training and assessment opportunities for instructors.

Courses have been running since November, with more lined up until May. Dates of future courses and more details are available from the RN sailing coach.



## Sailors soar to hang gliding title

SAILORS are kings of the skies once more after holding on to the Inter-Services hang gliding title.

Wales' Brecon Beacons and Black Mountains provided the venue for a narrow victory by the RN.

A five-strong Naval team took on the Army and RAF – Lt Cdr Rob Dowdell and Rob Schwab, Lts Dave Moy and Steve Blackler and CCPO(WEA) Wayne Holmes – and found conditions less than perfect for hang gliding.

Lt Cdr Dowdell and Schwab managed to climb away from their launch site at Merthyr Tydfil in very weak thermal conditions which left most of the competition on the ground.

The duo managed to fly to Hay-on-Wye scoring valuable points

which forced the Air Force into second place.

Since their second successive victory in the contest, the RN Hang Gliding and Paragliding pilots have received major grants from the Nuffield Trust, the RN Sports Control Board and the Sports Lottery to help purchase new equipment, from hand gliders and paraglide canopies to instruments, radios and safety kit – all of which is available for use by RN and RM personnel with the appropriate pilot qualifications.

The team needs fresh pilots to fly in the novice and intermediate classes at the 2004 championships. Details are available at [www.rmhc.f9.co.uk](http://www.rmhc.f9.co.uk) or by contacting club secretary Lt Mark Scott, 702 NAS, RNAS Yeovilton.

### Third title for Damien

GREEN beret Capt Damien May proved he was king of the court when he took the RN Squash title for the third time at the annual championships.

The two-day contest at HMS Temeraire attracted 42 male and 10 female players – who produced some first-rate squash.

In the men's open, former winner Maj Stuart James was hoping to seize the title back from Capt May – and the two commandos met in the final after James beat CPO(D) Andy Owen (DEODS) and May saw off HMS Neptune's PO(PT) Jason Wallace in the semis.

The first all-RM final in recent memory saw youth triumph over experience.

In the U25 competition, HMS Ledbury's OM Si Backhouse bounced back from defeat in last year's final to clinch it in 2004 ahead of S/Lt Philip Clark (BRNC).

The veterans' event provided the most thrilling finale – and a re-run of last year's final. Defending champion Lt Cdr Robin Young (CINC Fleet) beat WO Stewart after four gruelling sets.

WO(PT) James Stewart (CINC Fleet) beat OM Lewis Colley (Dumbarton Castle) for the challenge trophy after a four-set final.

In the women's section, defending champion PO Marissa Dryhurst (HMS Raleigh) was knocked out in the semi-final by newcomer Lt Karen Sykes (Derriford). She lost out to another new face, Drake's PO(Wtr) Carol Evans in the final.

● Lt Cdr Rob Dowdell takes off on his way from Merthyr Tydfil to Hay-on-Wye ... and on his way to helping the RN to the Inter-Services title

## Long road to Twickenham

THE Senior Service's Rugby Union sides opened 2004 as they ended 2003 – victorious on the field, except for one setback.

But despite a successful tour of Jersey and an 'A' side victory over the RAF, coaching advisor Brett McCormack warns a long road lies ahead before the all-important Army-Navy clash at Twickenham on May 1.

The A side scored a narrow victory over the RAF at Aylesbury RFC, 20pts to 14.

But a lacklustre second half showing let the sailors and marines down in what could have been a far more comprehensive win.

CH Josh Drauniniu had five points on the board within two minutes, breaking through the RAF lines. He added to his tally on 18 minutes after excellent work by AEM McCormack.

Flanker 2Lt Pilkington forced his way over the line after 30 minutes following an excellent break by CH Soro Ragede, and with a Fear conversion, the RN had a 17-0 lead at half time.

By the 50th minute, that lead had increased to 20-0, when Fear slotted over a penalty.

Sloppy defensive work allowed

the RAF back into the game. Frequently penalised for off-side, the Air Force was awarded a penalty try and excellent play by the RAF's Cpl Williams with a cheeky chip and run at the death which was converted brought the fliers to within touching distance of the RN before the whistle blew.

"There's still a long way to go and much work to do before the Army-Navy fixture," said Brett.

The full RN side lost 24-13 Somerset at Taunton in wintry conditions which almost forced the game off.

The county side piled on the pressure for the first 25 minutes, nothing up one try and only prevented from adding to their score by last-ditch RN defending.

They were pegged back though when the RN's Brian Basiyalo crossed the line after some prolonged pressure, but the conversion was missed.

The try ushered in the most promising period of play by the Senior Service side, but it wasn't converted into points – and Somerset then ran in another try on the edge of half-time to give them a 14-5 lead.

After a series of changes, the

RN emerged in the second half fired up and Rob O'Kane scored a penalty to bring the side within scoring distance of Somerset.

The countymen responded immediately and drove through the RN lines to score another try which was also converted.

As conditions worsened, Tom Ryall managed to squeeze through the Somerset defence for the RN's final points, but his try wasn't converted.

A converted penalty by Somerset closed the scoring, but the game ended with the RN pressing the home side fiercely.

A tour of Jersey to celebrate the island RFC's 125th birthday ended in a comprehensive victory for the sailors 31-8.

The visit to the Channel Islands allowed many 'A' team players to turn out in the full side and show their mettle, with fly half Tim Southall in particular shining.

As the RN side clashed with the islanders, head coach Lt Steve Wigglesworth, RU Development Officer CPO(PT) Billy May and U21 captain S/Lt Will Blackett held a coaching session for youngsters from De la Salle and Victoria Colleges to encourage rugby in the community and to raise the RN's profile in the Channel Islands.

### Premiership clash for footballers

POMPEY'S Fratton Park hosts the clash of the season this month – and there's no sign of Teddy Sheringham or Steve Stone.

The home of the Premiership side is hosting the RN vs RAF Inter-Service football match on March 10 as part of the celebrations marking the RN Football Association's 100th birthday.

Fratton Park was traditionally used by the Navy side in its early years.

Admission to the game is free. Kick off is 7.30pm.

■ Celebrations continue aboard ironclad HMS Warrior on Friday July 9.

The Portsmouth-based museum piece is hosting a centenary dinner for RNFA players, officials or administrators.

Tables of ten and 12 are available, as well as individual tickets at £25 per head.

Details on both from 023 9272 2671 or 023 9272 3974.

### Olympic hero backs RN rowing pair

OLYMPIC hero Sir Steve Redgrave was rowing alongside RN men Kevin Anderson and Paul Winton as *Navy News* went to press as the veterans aimed to clinch the World Indoor Rowing Championship.

The two sailors were flying the flag for the country in the men's 40-49 category as part of 70-strong UK squad competing in the contest in Boston, USA.

Kevin and Paul are in the process of setting up the RN Indoor Rowing squad as the sport gathers a growing band of followers and growing international status.

"The success of the British championships has contributed significantly to our performance at the world championship so we're hoping to bring home a record number of gold medals," said Sir Steve, UK team captain.

### Gary and Dawn dominate Navy badminton titles

HMS Sultan hosted the Royal Navy Badminton Championships – a tournament this year dominated by LS Gary Pearce and Mus Dawn Tinkler.

LS Pearce (COMSTRIKE-FOR) walked off with the men's title after defeating HMS Heron's Lt Cdr David Hill, while Mus Tinkler took the ladies' single trophy after conquering Lt Jo Webber (820 NAS).

LS Pearce wasn't quite so successful in the doubles final alongside Mne Bruce Hood (HMS Neptune), where Lt Cdr Hill and partner AEM Laurence Seaman (HMS Sultan) took the title for the third year running.

In the ladies' doubles, the combination of Tinkler and Webber proved irresistible, as did Pearce and Webber in the mixed doubles.

The restricted men's doubles title was taken by CPO Stu Allibone and CPO Woodhouse (HMS Collingwood).

Lt Cdr Hill dominated the veterans' events, winning the singles and then doubles with partner Archie Frieabairn (Collingwood).

### It's a knockout for cricket fans

Entries are being taken for 2004's RN Knockout Cricket Cup. All ships and establishments who want to take part must send their applications – and £10 entry fee – to RNCC secretary Lt Cdr David Cooke at HMS Temeraire by March 21. Details on military 9380 23741 or 02392 723741.

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### Back to Himalayas for mountaineers

THE Navy's mountaineers are going back to the Himalayas to scale one of the range's most demanding peaks.

Mount Makalu is the challenge for RN climbers as part of a Combined Services expedition – all 8,463 metres (27,765ft) of it.

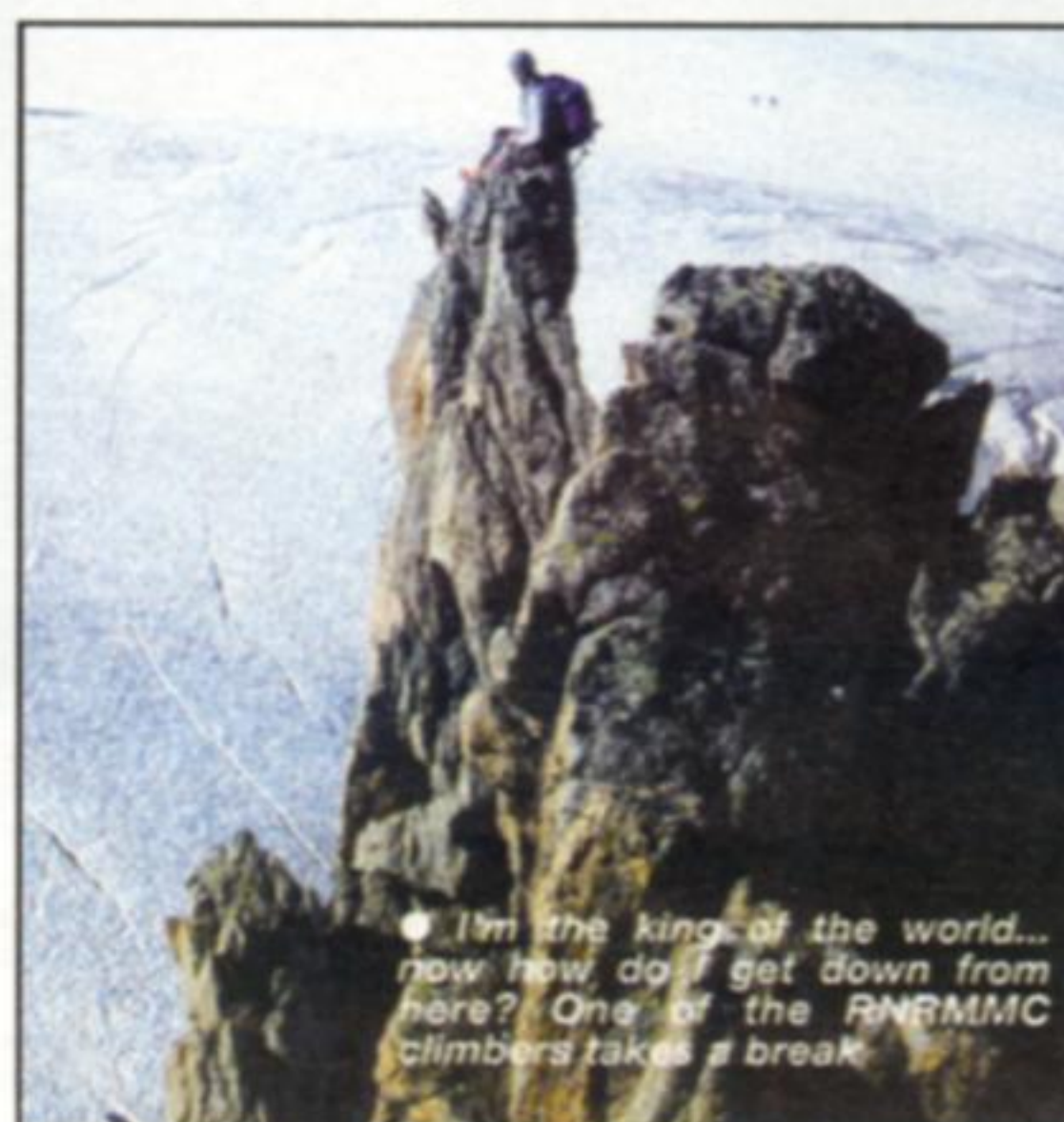
Readers might have expected the RN & RM Mountaineering Club to take it easy in 2004 after its exertions on Everest 12 months ago.

Not a bit of it, says club spokesman Lt Cdr Jon Asbridge. "There are a number of exciting expeditions in the pipeline. Probably the most ambitious is one to climb Makalu this spring which involves a large number of our members," he added.

"It's the fifth highest peak in the world. Our intended route up the south-east ridge was first climbed in 1970 but despite many attempts only three further ascents have been made – and no-one to date has managed to climb the ridge directly."

The Forces expedition aims to assault Makalu with the minimum of assistance from sherpas and without supplementary oxygen. If the climbers succeed, it will be the first true ascent of this long and technically very difficult ridge. You can follow the progress of this spring's expedition on the internet at [www.makalu2004.com](http://www.makalu2004.com)

Less demanding climbs are planned by teams from HMS Sultan and Collingwood who will travel



● I'm the king of the world... now how do I get down from here? One of the RNRMMC climbers takes a break

to Tanzania to climb Kilimanjaro and stage a trekking expedition for novices to Mallorca between April 9 and 16.

At home, regular weekend climbs and hill walks are planned, as well as indoor training sessions at Calshot, near Southampton, and at HMS Neptune.

Full details of the RNRMMC's events for the year can be found at [www.rnrmmc.org](http://www.rnrmmc.org)





## Sixes of the best from Collingwood

HMS Collingwood is home to some of the best female footballing talent in the RN after it clinched the Indoor Soccer 6s' title.

Ten teams turned up at HMS Nelson for the contest – split into two groups.

HMS Kent, Fort Blockhouse, Neptune, Somerset, Heron and Drake were among the units contributing sides to the six-a-side tournament, with matches lasting eight minutes per half.

The establishments fielded the strongest sides and it was no surprise that Nelson met Heron and Drake came up against Collingwood in the semi-finals after the group stages.

A fast and frenetic final saw chances at both ends for Nelson and Collingwood, before the Fareham establishment took the lead on the stroke of half-time. They sealed their 2-0 victory with an own goal trickling over the line in the second half.

Sgt Steve Marr, the RN(W) coach was looking for the player of the tournament and after singling out the skills of OM Samantha Justo (Collingwood), OM Gemma Stollery (Kent) and MA Lyndsey Phillips (Heron), he eventually awarded the title to the latter.

All three players have been invited along to the RN(W) trials.

## Tee time at HMS Sultan

GOLFERS at HMS Sultan are looking to re-invigorate interest in the sport and bolster membership of their society.

HMS Sultan Golf Society has more than 100 members but is eager to find raw golfing talent ahead of their principal sporting event of the season.

The Sultan Open on July 21 at East Horton Golf Centre in Fair Oak, near Eastleigh, is the event on the society's calendar, but is more than just a game of golf.

Four visually-impaired golfers from St Dunstan's have been invited to take part – after Sultan players took part in a fund-raising event in aid of the Service charity.

There is space for up to 120 golfers at the open; last year 115 turned out when Lee-on-Solent Golf Club hosted the event. The cost will be £35 per head including a three-course dinner and prize giving.

The event is open to all service and civilian personnel who have or are working/living within the HMS Sultan/Centurion site and associated units.

For golfers simply wishing to join the society, membership can be as low as £6 per year and includes on-course deals, an Inter-Establishment league, annual golf tour, friendly matches, professional group tuition and a full-season fixture list.

Details from CPO(MEM) Mark Williams on military 93843 2388 or Raper Block, HMS Sultan.

## Rugby teams needed for Dutch clash

NAVAL and Royal Marine rugby union sides are needed to compete in an international tournament being hosted later this spring.

Brunssum in the Netherlands is the venue for the seventh International Rugby 10s event hosted by AF North Knights RUFC on May 8-9.

The contest is open to all service and military sides – male and female. Details from Martin Dickson on 0031 45526 3209 or AF North Knights RUFC, NRS Admin, RHQ AF North, BFPO 28.



● Waves ruler: Lt Dan Thornton on his way to winning the Red Bull Contest in North Devon

# Surf's up for wave riders

THE boardriders of the Navy and Royal Marines are looking to hold on to their crown as kings of the waves on home ground as they gear up for this year's Inter Service at the western tip of the UK.

Sennen Cove near Land's End, 'home break' for the surfing team, has been picked as the venue for the championships.

All three Armed Forces decided commitments in Iraq and the fire strike took precedent over sport last year and postponed the surfing championships until 2004.

Despite worldwide operations, the boardriders managed to squeeze in numerous events and contests in 2003.

But a return to the traditional stomping ground of Biarritz in southern France was ruled out by an oil tanker sinking off northern Spain. Instead, the riders headed north to Stornoway.

"The first thing to strike us was just the sheer majestic outlook of miles of golden sand and crystal clear water under imposing cliffs – and not a soul on them," said RN/RM Boardriders president Lt Cdr Colin Pryde.

"The only difference was that although the sun was out, the water was absolutely freezing. No summer wetsuits here.

"Although we were slightly disappointed at the size of the surf, it was fantastic to surf in outstandingly beautiful surroundings."

On the competition front, the surfers came sixth out of 17 teams taking part in the British Inter-Club Longboard contest at Staunton Sands in north Devon, where Lt Dan Thornton RM (RMB Condor) proved the star of the Service side. Dan competed in the prestigious Red Bull Local Hero event, also held in north Devon, and annihilated the competition.

His prize, beyond a new surfboard, was the chance to ride some of the best waves on the high seas off Cape Town alongside some of the best surfers in the UK.

That was the highlight of the RN surfing calendar, but the rest of the year proved rather disappointing.

Sailors and marines came third from last at the national Shortboard Inter-Club Championships and even the RN/RM title was a tad disappointing. Held the same weekend as the Rugby World Cup Final, many

surfers opted for balls instead of boards.

That said, the quality of surf and surfing was the best the club has seen. AB(D) Dave Barr Saunders from HMS Ramsey proved star of the event, taking the longboard title and Cudrose's PO Si Parry clinched the shortboard contest.

The talent on display at the November RN championships, says Lt Cdr Pryde, bodes well for the 2004 season.

The Boardriders are gaining in stature too.

"The club has at last achieved official recognition as a sport within the RN/RM and other services. Although it makes little difference to club business, we do get a small grant. The main thing is that it's good to be a recognised sport with the associated publicity," Lt Cdr Pryde added.

**Calendar for 2004**  
May 15-16: beginners/intermediate weekend, Sennen Cove; TBC May: France training expedition; June 5-6: Inter-Service Championships, Sennen Cove (or June 19-20 as back-up date); July 17-18: beginners/intermediate weekend, Sennen Cove; September 18-19: beginners/intermediate weekend, Sennen Cove; TBC October/November: British Longboard/Shortboard Inter-Club Championships; November 13-14: RN/RM Championships, Sennen Cove



● Having a wheelie great time: PO Steve 'Scouse' Vernon in action

# Scouse Steve prefers da bike to Dakar

PLYMOUTH diver-turned-driver Steve 'Scouse' Vernon hopes to take part in one of the world's most gruelling sporting challenges – taking his motorcycle over the sands of the Sahara.

The senior rate is raising the money needed to put himself and his bike into the world-famous Dakar rally, about as challenging a motor race as there is on earth.

'Scouse' is a veteran of endurance – or enduro – competitions in the UK, trying to balance his sporting passion with his day job as a PO(Diver) in Devonport.

Until he finds the thousands of pounds needed to enter the African race, the senior rating is concentrating on tests of stamina around the UK.

At club level he races in 'hare and hounds' events, covering as many laps as possible over courses five to 20 miles long in three hours. "If it doesn't sound difficult, give it a try," he warned.

The greater challenge is the British Championships, run more or less on car rallying lines with competitors given a time limit to

## RN helps new Viking campaign

TOP Rugby League side Widnes Vikings were put through their paces at the RN Adventurous Training Centre of Tal Y Bont.

Widnes Head Coach Neil Kelly wanted somewhere out of the way – and challenging – to prepare his squad for the new Premiership season. His side was subjected to the full Tal Y Bont experience under the gaze of RNRL coach CPO(PT) Wayne O'Kell.

The players had to cook their own meals, survive endurance training, and take part in team-building exercises.

The RNRL side itself is committed to taking part in the Scottish Courage Cup Challenge.

The competition was in disarray following the decision by several sides to drop out from last year's tournament at the 11th hour, but the contest is on firmer footing in 2004. The first round of matches in late April sees the RN take on the Civil Service at Burnaby Road on April 28.



● Take that: MEM Allan Boyle (right) lands a blow against Pte Chris Sagar in their bantamweight bout. Sagar won 20pts to 11. Picture: Jonathan Brady

# Within striking distance of an historic victory

RN boxers put on one of the finest displays of fighting in their careers as they came within a whisker of clinching the Inter-Services Championship in front of a packed house at HMS Nelson.

The Navy fighters went down to a 6-5 defeat – thanks largely to walkovers in two categories.

In head-to-head clashes with their Army rivals, the RN men were superior to the soldiers coming out 5-3 ahead.

RN team captain Mick O'Connell led by example, HMS York's superheavyweight Neil

Suku was victorious in a bruising encounter and 42 Cdo's Alex Urrutia put on a blistering show to defeat his opponent Pete Murray when the referee intervened.

But perhaps the best result of the night was Kev Green's stunning victory over Army man Si Patterson. Those watching say in the final round Kev put on the best display of boxing in his career to score a decisive points victory.

Recently-crowned National Novice champion Adam Lancey (40 Cdo) was giving as good as he received against Chris Pacy until round four, when the referee stopped the fight.

RN boxing coach C/Sgt Tommy McPhee said although disappointed at coming within spitting distance of victory, his team could hold their heads high.

"Morale is excellent in our camp. We boxed very well and no-one let themselves down," he added. "I'm pleased with the boys – the quality of boxing on show was a really high standard."

The team is on a whistle-stop tour of the UK with fights in London, Poole, Liverpool, Newport and Cardiff through March. Mick O'Connell, Neil Suku, Kev Green and Shaun MacDonald are all due to fight at the ABA quarter finals in Aldershot on March 13.

**Navy results against the Army**  
Bantamweight: Chris Sagar beat Allan Boyle (RN) on pts 20-11; Featherweight: Alex Urrutia (RN) beat Pete Murray. Ref stopped fight; Lightweight: Chris Pacy beat Adam Lancey (RN). Ref stopped fight; Light Welterweight: Kev Green (RN) beat Si Patterson on pts 13-3; Welterweight: Steve Briggs beat Stuart Elwell (RN) on pts 12-2; Middleweight: Shaun MacDonald (RN) beat Dean Frost on pts 13-6; Heavyweight: Mick O'Connell (RN) beat James Toal on pts 7-3; Superheavyweight: Neil Suku (RN) beat James Tuiauta on pts 12-9

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# WAR ON TERROR

● From page one

fight against revolutionaries and tackling the rising tide of piracy.

He told *Richard Hargreaves* that in the two and a half years since the September 11 atrocities, men and women of the Royal Navy had played a major role in preventing the movement of terrorists by sea – and curbing the activity of modern-day pirates in areas of the seven seas.

And the Admiral stressed that these joint actions to safeguard the seas would continue to ensure the safety and prosperity of the UK, her Allies and friendly nations.

"The war on terror is a global war and it is also a Naval war," he explained. "Protection of the homeland is always going to be the Royal Navy's top priority – and the best way to do that is as far away from the UK as possible."

"Wars against terrorism are never quick. The current one will take a great deal of time and the Royal Navy will be involved in it."

The RN is committed to operations in the Gulf, Indian Ocean and Mediterranean first and foremost in this war on terror – operations which have shed light on the links between terrorism, drugs and arms-running and the smuggling of illegal immigrants.

"This is a murky, convoluted world, but what we are learning is extremely valuable. We are getting a much better handle on merchant shipping, the way some change their names, fly different flags."

**"Our work in the Mediterranean in particular has made quite a difference. The smuggling of arms and illegal immigrants by sea has reduced dramatically."**

Admiral West said that the success of these operations had a direct impact on life in Britain – even if most Britons were unaware.

"Eighty per cent of the world's trade moves by sea and 95 per cent of Britain's trade does. Our country is more reliant on the sea than almost any other nation – more so than Japan and the USA," he stressed.

"And if there is a threat at sea then it is going to impact on us. At the moment it costs £1 to ship a video recorder from Shanghai to the UK by sea – and that's because of the security provided at sea. That's why the Royal Navy must look after maritime trade. It's a message which the average person in Britain does not realise."

The Navy's core task – as it had been for centuries – was to defend the mother country, and Admiral West said stringent efforts had been made in recent years to bolster the protection afforded RN vessels and merchantmen.

Key to this homeland defence was the formation of a new post – Chief-of-Staff Maritime Homeland Defence – held by Flag Officer Scotland, Northern England and Northern Ireland, Rear Admiral Nick Harris, whose task was to ensure that Britain was alert to the dangers of terrorist threats by sea and could counter them.

Ships on fishery protection provided a constant 'eyes and ears' for the RN in UK waters, other vessels were on training or other duties around Britain, and the Fleet Ready Escort – currently HMS Northumberland – was always on call ready to respond to an emergency around the British Isles.

Aided by the intelligence services, it was a system which worked.

"We have the ability to take down a ship in our waters if we have to – as we saw with the *mv Nisha* in late 2001," the First Sea Lord pointed out.

He also explained that the Navy had been looking at beefing up protection of its vessels in home and foreign waters since before the

attack on the USS Cole off Yemen in late 2000.

"We have done a root-and-branch look at security and while you will never make yourself 100 per cent secure, we are a lot better. You can see that protection for ships and submarines is visibly enhanced."

Suicide boats packed with explosives were a major concern during Operation Telic and they remained so, such that the Navy was investigating additional firepower to deal with this threat.

"You can kill the occupants of a suicide boat with machine-guns, but the boat can keep on coming," the Admiral said. "We are looking at modifying systems like Phalanx to direct them against small surface vessels, although a lot of work needs to be done."

"A fast rib packed with explosives is a threat – and it is difficult to counter because of rules of engagement. We don't want to go shooting at a boat full of pleasure seekers which comes too close to our ships."

The First Sea Lord said tackling the terrorist threat was more than simply a question of weaponry; there was an important human factor as well.

"Compared with 15 years ago we do much more training of sentries, boarding parties and the like. It is a difficult area – the rules are complicated, but we are very good at it. We are world leaders in fast-roping. Other nations come to Britain to learn from us," he added.

Carrier HMS Invincible demonstrated how it could repel terrorists last month with an exercise in Portsmouth Harbour. The ship's boat darted around the base at speeds of up to 25kts simulating a suicide attack, as crew aboard practised thwarting the 'terrorists' with Invincible's machine-guns.

Just as there is a possible – but not specific – threat to HM warships, so the threat of hijacking or deliberately crashing a merchant vessel remains a real one.

And the temptation is there. There are more than 232 million container movements by sea each year – larger transporters carry upwards of 3,000 containers – while high-profile vessels such as *Queen Mary 2* ("an island of wealth", Admiral West calls her) are seen as prime targets.

He added: "If you blow up a large tanker carrying liquid petroleum gas, you're talking about a one kilo-tonne explosion. That's just one example of why homeland defence is important. One in four pirate attacks in 2003 was carried out against tankers."

The terrorist/piracy threat also meant escort ships were needed to ensure safe passage on the seas. During last year's operations in Iraq there was a clear threat to shipping passing through the Straits of Gibraltar from an Al Qaeda cell operating in north Africa, and British, US and other Coalition warships were dispatched to the region to usher vessels safely through the choke point.

"Ninety-five per cent of the equipment used by us in Iraq came by sea – we took 66 ships up from trade to do so. You need something to look after these ships. This shows the importance of escort forces. We need to be very careful when we look at numbers," the Admiral added.

On piracy, Admiral West said the presence of a Royal Navy warship in a region was a powerful deterrent, such as off the Horn of Africa, but he could not send ships into other countries' territorial waters to tackle the problem.

"There has been a surge in piracy and unless the world gets its act together, it will go on increasing. We cannot allow that. The UK is reliant on maritime trade and if it gets disrupted then it's going to have an impact on us."

"One thing which has not changed through the years is that these pirates are heavily armed, merciless, bloodthirsty."

□ New NATO Secretary General Jaap de Hoop Scheffer, visiting the Permanent Joint HQ(UK) at Northwood, said the alliance was taking responsibilities "in theatres unthinkable four or five years ago."



● ON CALL: Current Fleet Ready Escort HMS Northumberland stays on alert to respond to any emergency around the British Isles

## UK leads multi-national fleet against terrorists



● Cdre Tony Rix

**EMPHASISING** the Royal Navy's pivotal role in anti-terror operations, it has just taken command of the international task force spread across the Middle East region.

Cdre Tony Rix, who is embarked in frigate HMS St Albans, has assumed control of Task Force 150, a multi-national fleet dedicated to barring the sea lanes to terrorists.

The force, which includes ships from France, Germany, Italy, Spain, the USA and Britain, is operating in the Gulf, Red Sea and Arabian Sea, conducting boarding operations of suspicious vessels and building up a picture of maritime movements in the region.

Cdre Rix took over from France's Rear Admiral Jacques Mazars at a ceremony aboard St Albans.

Admiral Mazars told the assembled crew: "I think we have really put more pressure on terrorist activity and that is a good thing."

Cdre Rix said he regarded his new command as "a great privilege and challenge".

# Cargo ships attacked 'in swarms'

## 'Black year' as international piracy nears record levels

PIRACY on the high seas is approaching record levels warns the organisation dedicated to curbing it – and says governments must do more.

The International Maritime Bureau says 2003 was a black year for seafarers with 445 pirate attacks recorded. Only 2000 was a worse year – based on figures compiled since 1991.

Nearly 100 passengers and crew paid with their lives last year, another 40 were assaulted and 88 were injured.

Capt Pottengal Mukundan, director of the IMB, said pirates were becoming more sophisticated, attacking cargo ships in swarms, and more willing to use their weapons.

Hot spots for the pirates are Indonesian waters and the Malacca Straits – one of the world's busiest shipping lanes – and the waters off Bangladesh and Nigeria.

Somalia is also considered dangerous with local warlords hijacking vessels and kidnapping crew/passengers for ransom, although the frequent presence of Allied warships in the region has seen attacks tail off drastically.

"When law enforcement agencies take these attacks seriously, they will reduce. But the figures show an increase in the numbers and the violence of attacks," Capt Mukundan said.

"Tankers were the targets in 23 per cent of attacks and the fact that these ships carrying dangerous cargoes may be under the control of unauthorised individuals remains a matter of concern."

## Iraq Medal



SERVICE in and support of operations in Iraq from January 20, 2003 during Operation Telic has been recognised by the Iraq Medal.

The obverse bears the crowned image of the Queen and the reverse (above) shows the Lamassu, an Assyrian period sculpture symbolic of the region. The ribbon will have three stripes of black, white and red flanked by broader sand coloured ones.

Those who served between March 19 and April 28 will also be eligible for a clasp and a silver rosette worn on the ribbon alone. Contact the RN and RM Medals Offices at Centurion Building, Grange Road, Gosport PO13 9XA if you believe you qualify.



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